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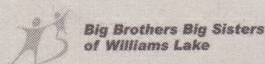


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June Critical Mass crossing the Granville Bridge.

"We could solve all the world's energy problems by inventing an engine that runs on the power of denial."

— Carmen Mills

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COVER PHOTO Joe Breeze with Mt. Tamalpais, (birthplace of MTB) in the background. Photographed in North Sausalito by Ross Campbell.

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Velolové to Terry S., Shawn Granton,

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**TOURING &
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Readers respond to ferry article

I APPRECIATE DAVE Olsen's "BC Ferries line-up starts downtown for cyclists," in the June/July issue. There are a few items of note I would like to add to his viewpoint. Having used BC Ferries as a walk-on, a choking car driver, and cyclist on several occasions, I'm delighted to say that the cycling option is by far the best way to cross the water.

On a few occasions, I have woken up with the sounds of the birds, and hit the pavement pedalling into the sunrise. My route roughly takes me along the SkyTrain route to 22nd Street Station. From there, it's a quick ride across the Queensborough bridge, through a maze of cycling paths and on to the Alex Fraser bridge. With some quick navigation, I hit River Road, which guides me along the Fraser River, on to Highway 17, and eventually the Tsawwassen ferry terminal.

Sure, there are times when my route is less than glamorous, and the morning rush hour keeps me on my toes, but the rewards outweigh the annoyances. The up-close experience of the Alex Fraser bridge, the rich history of the Fraser shoreline and farmers' fields of Ladner are only a fraction of what I would miss out on if I were on the bus. With the newly expanded walkways on the Queensborough bridge and (finally) use of SkyTrain for the eastbound rush hour, one could easily cut what used to take me three hours from Vancouver to Tsawwassen to a manageable two hours.

With the improvement of Greater Vancouver's bikeways and greenways, getting to the ferry is definitely half the fun. Besides, when you're on a bike, lineups and reservations are something better left to those in their cars.

— Ken Paul, Vancouver

THE FERRY LINEUP starts in Dave Olsen's head! Four cyclists can get to either ferry terminal by bus. Zero cars can do that. Riding from Richmond to Tsawwassen is possible, just look at a map. Parking on board the ferry: It's hard not to find a place to park. What kind of provisions does a bike need: Heated platform for the tires? Armed guards? Lifejackets? Stop your whining and get a Honda Civic. It doesn't seem that you like to ride your bike anyways.

— Billybob, Vancouver

WE LOVE YOU so much that we're buyin' a subscription. I've always picked up a free copy at the [Douglas College] Student Union, but I'd like to make sure our library staff room has a copy of each issue so my colleagues can too marvel on your fab issues! Thank you for all your enlightenments for a better world.

—Tom Childs, New Westminster

Classy reader thinks we're too defiant and foul. We're a little hurt ...

I HAD TO chuckle when I read Kathy Pantan's opening comment regarding the Kewahara Kettle Valley bicycle... "it was inevitable that someone was going to put drop handlebars onto a solid touring bike." I've been pedalling all over the world on such machines, since 1981! But according to Neil Goeller in his article on tools for touring, I've been a "lazy bastard" as I've rarely camped along the way while covering 80,000 km in 40 countries. I prefer instead the comfort of indoor accommodation and the considerable weight savings that this form of travel allows: my panniers and their contents rarely weigh more than 7kg. Accusations from 'purists' such as Neil never bother

me personally, but like much of the content and lingo in *MOMENTUM*, such attitude ultimately serves to further marginalize cycling as a form of travel or transportation.

Radical ecocentrism needn't be overly provocative or alienating. I've been car-free since 1991 and I used to direct an organization called "World Without Cars," but I still wear a tie to work (many of my ties sport bicycle designs). Spotting me while riding off to a house call the other day, a local dentist shouted out, "Great outfit - it brings some class to the sport!"

Though he largely missed the point (I was engaged in transportation, not sport), there evidently was a positive statement in my behaviour. Likewise, I believe *MOMENTUM* would be more effective as an instrument of recruitment to the "cause" if it too engaged in a little more class, rather than over-indulging in declarations of defiance, ventilation of frustration, tribal mantras and foul language.

— Thomas J. DeMarco, M.D., Whistler

We think you're being a little too hard on us, but we've decided to all start wearing bicycle-patterned ties and see if that helps. — Ed

I'M THE MANAGER at the University of Washington bike shop. I was at my neighborhood shop the other day (2020 cycles) and fell in love with your magazine. I was wondering what it would take to be able to have a few copies around the shop. I'm also hoping to start repair classes here this summer or in the fall, and your magazine would be a fun thing to be able to give people who come to the classes. Please let me know what I need to do!

— Kitty Heite,

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EDITORIAL

Wake up and smell the Gateway

Amy Walker

SOME ISSUES ECLIPSE others in their importance and urgency. The jaw-droppingly near-sighted Gateway road-building project now being (steam) rolled out by Transportation Minister Kevin Falcon is just such an issue for the Lower Mainland. The project includes the twinning of the Port Mann Bridge and the widening of Hwy 1. The Minister has so far side-stepped an open consultation process on the project and seems hell-bent on realizing Gateway to demonstrate that BC is "open for business" with Asia.

Locally, individuals and organizations are uniting their voices in opposition to this massively ignorant plan. The Livable Region Coalition (LRC) was created almost two years ago in response to the massive freeway building plans. Its organizational members include BEST, the David Suzuki Foundation, SPEC, Smart Growth BC, the Western Canada Wilderness Committee, the Sierra Club of B.C., the Fraser Valley Conservation Coalition, Citizens Concerned with Highway Expansion, Transport 2000 BC, the B.C. Sustainable Energy Association and the West End Residents Association.

Around the world, real-life experience has shown that increasing road capacity does not solve the problem of congestion. The evidence was presented here in June by Dr. Jeff Kenworthy, an Australian Professor in Sustainable Cities, and author of *Cities and Automobile Dependence: An International Sourcebook*. Among many insights he offered on our current situation, he noted that traffic behaves more like a gas than a liquid – if you increase road capacity, people will drive more (and in the single-occupancy vehicles that contribute the most to our traffic and pollution problems). If the capacity remains the same or is decreased, a certain amount of congestion will exist – but that helps motivate people to choose other methods of travel (car-pooling, transit where it exists, cycling etc.). Unfortunately, Kevin Falcon has not bothered to study the collective wisdom on traffic planning. Concerning the widening of Hwy 1, Falcon declares: "It is not a matter of if it will be widened, but when."

The world is watching – and no, they won't be impressed. A recent article about Vancouver's troubled image in *The Economist* notes:

"Critics claim the authorities have been slow to respond to the city's growth. Only now are suburban railways being built. Opponents worry that a C\$3 billion road-building plan by the provincial government threatens to reverse Vancouver's relative success in containing sprawl, and funnel thousands more cars into the city."

Two recent StatsCan reports show that Greater Vancouver and B.C. have defied national trends: British Columbians are driving less and commute times have gotten smaller. In 2005, we travelled five billion fewer kilometres by car or light truck than in 2004. The average round-trip commute in Greater Vancouver in 2005 took 67 minutes, three minutes less than in 1992. 40 per cent of trips going to downtown Vancouver are by transit, another 30 per cent are by foot or pedal. In Langley, less than 2 per cent of people take transit to work.

Kevin Falcon proposes to expand highways, and with them car use, at a time when people are making a shift to transit. Ridership in places like Langley are so low because people have little choice but to drive as a result of insufficient transit service.

One third of the people crossing the Port Mann Bridge are merely driving from South of the Fraser to Coquitlam. To serve this group the Livable Region Coalition has proposed "The Bullet" – a rapid transit service connecting Surrey SkyTrain to Coquitlam Town Centre via the existing Port Mann Bridge, using its own priority lane to get on the bridge. According to a provincially commissioned assessment of The Bullet operating in isolation, it would reduce queued congestion by 35 per cent!

The twinning of Port Mann and the expansion of Highway 1 will cost \$1.5 billion or more. The proposed LRC solution package would cost \$500 million.

An event called *Traffic Jam* organized by SPEC for September 10 will be part concert and part organizing meeting for community members. Check the SPEC website for location details: www.spec.bc.ca.

Inform yourself and get involved!

www.livableregion.ca

www.spec.bc.ca

Thanks to Dave Field of SPEC for assistance!

Vancouver Public Space Network

WHY WAS A giant inflatable Kokanee can sitting outside the doors of the Vancouver Public Library on a mid-May evening? That's just what members of the newly-formed Vancouver Public Space Network (VPSN) wanted to know. The library functions as an important public space in the city – one of the few that has avoided the flood of advertising that seems to permeate so many other places.

Though there are clear policies governing the use of the Library's outer public arcade, the gigantic can seemed to be in contravention of them. And yet, as it turned out, the beer company had managed to use a loophole that allowed non-profits (including those sympathetic to corporate breweries) to rent the plaza and then flip it to for-profit entities for their use. The big beer balloon and the big-beer sponsored event was there legitimately, even if its presence left a sour taste. But - good news! Following the Network's deputation to the library board, staff at the library introduced policy changes to close the loophole and prohibit this sort of branding incursion

into the popular location.

This is just a small example of scope of the VPSN, a grass-roots network of individuals working on education, advocacy and outreach connected with Vancouver's public spaces. Following in the footsteps of the Toronto Public Space Committee (which spawned the excellent magazine *Spacing*), the Vancouver organization, which formed in May, has already inspired effective campaigns.

Despite only being around for a few months, members of the VPSN have been working on their projects in earnest. Along with on-going guerilla gardening initiatives, there are other plans to enliven public spaces throughout the city. As well, there's on-going advocacy work and monitoring of a range of public space issues – everything from the recent firing of the City of Vancouver's citizen-based Board of Variance, to the Vancouver Police Depart-



The big can at the Vancouver Public Library. Photo: VPSN

ment's wish to introduce surveillance cameras into downtown, to a deal being negotiated by the City of Vancouver with CBS/Decaux that would see eight new self-cleaning public toilets (a good thing) financed by advertising revenue (not so good).

To learn more or get involved with the VPSN, contact: info@vancouverpublicspace.ca. The VPSN website can be viewed at www.vancouverpublicspace.ca

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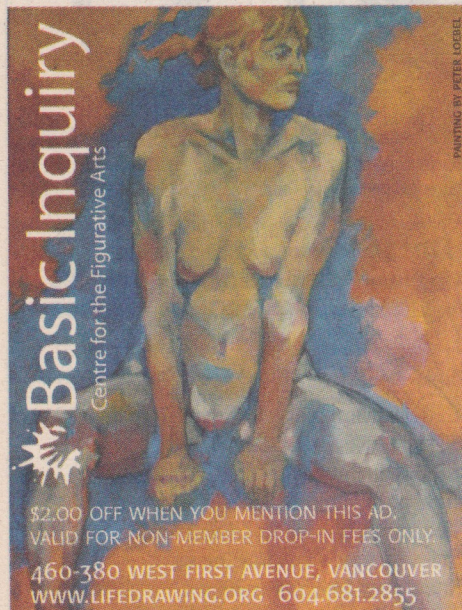
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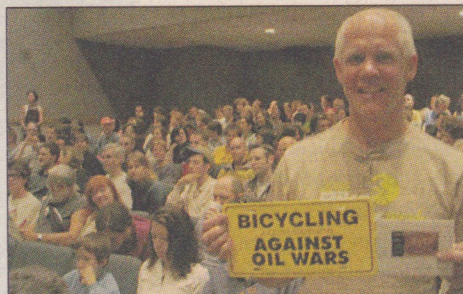
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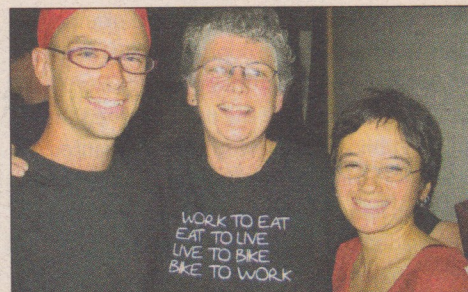
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BIKE FILMS AND FLAPJACKS

June's Bike Month in Vancouver included a sold-out crowd for Bike Shorts Film Night on June 13 and BEST's annual Pancake Breakfast on June 28. Here's a tiny taste of the fabulous folks who turned out.



Dave Perfitt displays his film-night winnings.



Dustin (the Purple Pirate) Anderson, Mary Sherlock and Mona Benjamintz, all instructors for VACC commuter cycling courses



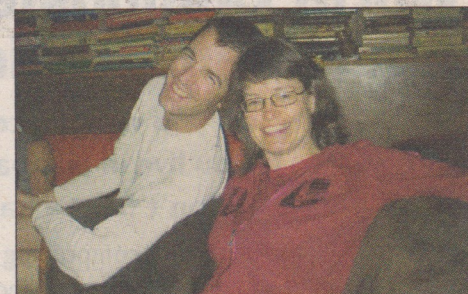
David Pritchard of the Vancouver Area Cycling Committee, Ross Neil of Environment Canada, and VACC President John Fair.



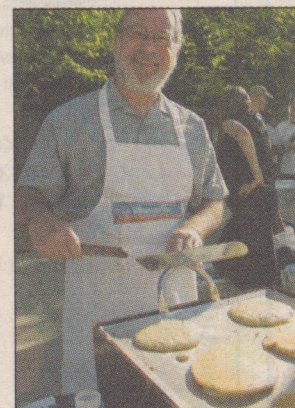
Poet Robin Matthews, Robin's daughter and *Bicycling as Truth* director, Sabrina Matthews, Alita Berazatto, and Tony Richardson.



Pat Kinney of C-Media Outdoor, and photographer/spoke POV-designer Ian Paterson.



Relaxing after the show, Scott Nelson and Bike Film night organizer Tannis Braithwaite.



BEST's fabulous pancake social – pictured, left to right: Vancouver-Kensington MLA David Chudnovsky; Norco National Sales Manager Skip Swain and Vancouver City Councillor Heather Deal; Vancouver Renewable Energy Co-op member Rob Baxter (pouring it on thick!)



Rob Wynen

Claim to fame

President of West End Residents Association. I work behind the scenes and in the public eye. One campaign which received public attention was the ridiculous plan in 2000 to build a road through Vanier Park so buses wouldn't disturb eight households along Kits Point as they dropped tourists off at the Planetarium and the Maritime Museum. A group of us hung a banner from a railway bridge near the site and started a media campaign. The plan was quickly scrapped.

First active

Worked at a cycling program in Waterloo, Ontario in 1993 refurbishing old bikes and selling them at a discount to students.

Affiliations

BEST: active board member 1995-1999
Pedestrian Action Coalition: founding member 1998-2001
People Not Cars (PNC): founding member 1998-2002
West End Residents Association (WERA): founding member and president 2000-present

Most proud of

The city embarked on a transportation plan for the Downtown Core in 2000, but the entire West End was excluded from the plan. So a number of activists started up the West End Residents Association, which had been dormant for 20 years. Our organization is still growing, and tackling issues related not only to transportation but also to community gardens, public art, affordable housing and neighbourhood greening. Our projects can be viewed at: www.wera.bc.ca

Goals

Many of us started advocating for improved cycling facilities on Burrard Bridge back in the early '90s and we still don't have any improvements to this bridge, or the two other bridges crossing False Creek. It is an issue that I am very passionate about. I see the negative effects

this freeway-style bridge has daily on our community. While it has been very discouraging working on this issue with little to show for our work, it is an issue that we need to follow through on.

One transportation wish

My wish is that we will see the same kind of activism to stop the provincial Gateway program that we saw in the early '80s to stop the construction of freeways downtown. This issue will define our transportation system and the liveability of our urban neighbourhoods in the future.

contact info :

Rob Wynen 604-684-4149
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ISLAND
EXPRESS

JOHN LUTON

A very pedestrian capital

FEW CONNECT WALKING with transportation, instead focusing on cycling, transit, and other alternatives when considering the plagues of peak hour traffic. In Victoria, however, more than 10 per cent of the working population get to the office on foot. Of all Canadian cities, only Kingston matches Victoria's mode share for walking.

The natural advantages of a compact city and appealing weather (Victoria gets only half the rain of Vancouver) certainly put many workplaces within walking distance of many of Victoria's neighbourhoods; however, the city and neighbouring municipalities are not resting on their laurels. Walking is taken seriously in the capital, and many innovators are at work helping to build new legions of foot soldiers in the struggle for a sustainable transportation ethic.

Downtown Victoria is the heart of the city, and more than 20 per cent of all trips in and out of downtown are on foot or by bike. (Capital Regional District travel studies inexplicably didn't separate out the two modes for their last survey in 2001.)

Pedestrians downtown can take advantage of a growing network of unique alleyways, mid-block crosswalks, and expanding sidewalk space to cater to their needs. The city is consciously linking up icons like Fan Tan Alley with a series of eclectic walking routes while stringing together a series of mid-block crossings where curb extensions and crosswalks tighten up the road and slow traffic. Pedestrians now have some appealing shortcuts through the city's busy business district.

The CRD will soon be out in the field with a new origin and destination survey to measure any further shifts to walking and other modes generated by changes to the transportation environment downtown. More recent studies on obesity have pegged Victoria as Canada's fittest city, and suggest that active transportation is already a key factor in the city's health.

Saanich local connectors

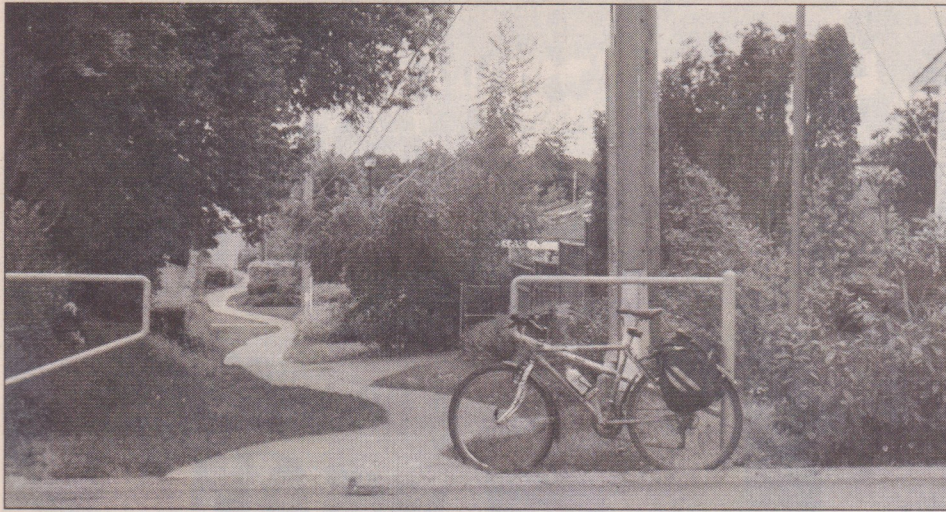
Saanich, the region's largest and most expansive municipality, faces a different dynamic. A mix of older suburbs and rural farmland fringing the city, it's further from the walkable destinations of downtown. City planners have nonetheless pioneered an innovative approach to keeping Saanich residents on their feet when building or renovating neighbourhoods.

Planning by-laws in Saanich have turned the suburban cul-de-sac model on its head. Developments new and old are supported by an extensive network of 'local connectors' that link dead-end streets and isolated neighbourhoods to the region's popular Galloping Goose and Lochside Trails. Other developments simply allow pedestrian-only connections to nearby streets or the municipality's rapidly growing Centennial Trails network (Saanich turned 100 in 2006). It's been a successful means of shortening trips for pedestrians and providing safer routes to school for children and families. Connectors are signed and Saanich is grappling with new standards for the trails to strengthen their appeal and improve levels of service for the many people transporting themselves on foot.



Above: At Market Square on Johnson Street a natural 'desire line' across the street was always busy with jaywalking pedestrians. With the help of the Capital Bike and Walk Society, local business owners and city council, a mid-block crosswalk and curb extensions (plus much-needed bike racks) were built to adapt to the way people used the site. The top photo shows the completed project and the bottom is the view before. Photos by John Luton.

Left: Treatments on the Oak Bay Centennial trails to help people find their way. The stone marker is in a park setting and very appropriate. The posts are sometimes at key intersections of the trail and the road (but more would be useful). As the confused one shows, the message is not always clear. Photos by John Luton



The Saanich local walking connector system has a wide variety of trail designs and some signage to help pedestrians find the neat little shortcuts connecting neighbourhoods throughout the municipality. Some connectors are fairly basic, like the one on the right, but as the deluxe photo above shows, some of them are very aesthetic.

Photos by John Luton.

Oak Bay Centennial Trails

Oak Bay is 100 this year too. The municipality is celebrating the occasion with a new, signed walking route that meanders through the southern end of the municipality. Still a little understated and a little confusing, the Centennial Trails project is recognition by Oak Bay that even people with expensive shoes like to give them a workout now and again.

Pemberton Trail

Across the tweed curtain and back in Victoria, the urban trail route is more appropriately known as the Pemberton Trail. Championed by Rockland resident Ken Milbrath, the trail route is a vision of a pleasant walking corridor that would use the quiet streets of the neighbourhood connected by a handful of greenway links opened up through various properties and dead-end streets. The city is looking over at least one development proposal with an eye towards carving out a trail segment across the property. Milbrath has identified a series of other locations where topography and the quirks of historical development might provide a number of segments for an eventual trail.

Along with the city, Capital Bike and Walk is

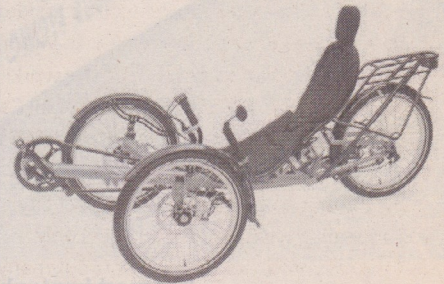
finishing up work on a signing project to pilot some brightly coloured "buttons" to be inlaid into sidewalks or tacked onto signposts, helping walkers find their way through greenway routes. The pilot project should be in place this summer to allow neighbourhood residents and greenway supports an opportunity to review the effectiveness and aesthetics of greenway signage.

Walk Downtown

The organization also produces a "Walk Downtown Victoria" Map, first showcased at the 2004 Pro Walk/Pro Bike conference. One hundred thousand copies of the map were printed with the support of the city's engineering department, the Downtown Victoria Business Association, Vancity, the Provincial Capital Commission, and the Victoria Harbour Commission. Spreading to residents and visitors alike, the map highlights six routes that cover downtown and nearby neighbourhood destinations. It's an ideal fit for this most walkable of cities.



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The most ironic photo we could find: Miss Labour with an entourage of children on bicycles on parade at Victoria. Photo courtesy of Rare Books and Special Collections, UBC Library, photo #BC1532/187

Your collective agreement could use a pinch of cycling

Kari Hewett

LABOUR DAY, THE first Monday in September, maintains a rich tradition dating back to 1872 when the Toronto Trades Assembly (with a membership of 27 trade unions) held Canada's first large "workers demonstration" on April 15. The demonstration was organized primarily to demand the release of 24 imprisoned members of the Toronto Typographical Union, whose crime had been to strike in support of a nine-hour working day. The parade and its enthusiastic onlookers numbered around 10,000, which even by today's standards is a decent turnout. From something that began as a critical mass of wood workers, carriage makers, builders, and other tradespeople (accompanied by four musical bands), most Canadians now benefit, either in the form of a paid day off, or a higher rate of holiday pay.

According to the BC Federation of Labour, our province's unionized workforce currently accounts for 32 per cent of the adult population. So the odds are one in three that MOMENTUM readers are covered by a collective agreement (CA) of some kind at their workplace – that is, broadly, a contract negotiated at regular intervals between representatives

of the employer (company, government body, corporation) and a recognized labour union authorized to represent the employees (its members).

Our province's unionized workforce currently accounts for 32 per cent of the adult population.

Also known as collective bargaining, this process has been highlighted in recent months as some large public sector unions (BC Teachers' Federation, BCGEU, etc.) have signed multi-year agreements with the B.C. government, aimed in part at ensuring a settled labour climate for the 2010 Olympics. Once in place, these deals largely outline the terms and conditions, pay, and benefits of that bargaining unit. Historically too, those standards have often been extended to the

non-unionized workforce as well: an eight-hour work day, medical and dental insurance, overtime and statutory holiday pay. Indeed, our collective quality of life benefits from this bigger progression.

For those with negotiations still on the horizon, or who may be curious about the ways collective bargaining can help further the cycling agenda, here's a quick sketch of some existing CA wording already at work in the Lower Mainland which supports employees who cycle. Non-unionized environments can also adapt these types of concepts through their own processes (see also Bonnie Fenton's article "Everyone benefits at a bike-friendly workplace," in MOMENTUM #22, June/July 2006).

1. The Canadian Union of Public Employee's (CUPE) Local 15 is a public sector union with over 5,000 members representing Vancouver Municipal, Education, and Community workers at more than 100 different work sites around the city. The current contract is in effect until December 31, 2006, and offers this small incentive for those who choose to cycle while on employer business:

It's a time-honoured tradition to pinch desirable wording from other agreements and reconfigure it to suit your own membership's purposes.

Article 7. TRANSPORTATION ALLOWANCE

"Transportation for positions requiring the employee to travel on the Employer's business will be paid in the form of a transit fare or mileage allowance or use of an Employer's car as determined by the Employer.

If an employee is authorized by their non-bargaining unit manager or designate to use an alternative form of transportation, such as a bicycle, they shall be entitled to compensation equivalent to transit fare."

Reference: www.cupe15.org/resources/city/documents/SignedCAVancouver-CUPE15-2003-06.pdf (page 14)

2. The Canadian Office and Professional Employees' Union (COPE) Local 15 is not to be confused with either CUPE or the local municipal political body. More than 2,000 members are spread across Western Canada, where COPE 15 staff are found in such diverse places as union offices, taxi companies, credit unions, and Canadian Freightways. Their 15-person bargaining unit at the Alma Mater Society (at UBC) enjoys a rather novel perk, which also applies to about 65 other regular, non-union AMS staff:

Article 13. (Section to be re-numbered) EMPLOYEE WELLNESS PROGRAM

"In a joint initiative to improve employee health and peace of mind, the Employer agrees to reimburse the employee fifty per cent of the cost of annual membership or participation fee in a sports or recreation program up to a maximum of one hundred dollars per contract year upon presentation of receipt.

Such activities include, but are not limited to, team sports, fitness facilities, yoga classes, self-defence instruction, costs associated with bicycle maintenance and repair for employees who commute or recreational cycle, and the relevant equipment required, but does not include clothing for those purposes except footwear.

Reference: The Labour Relations Board: www.lrb.bc.ca/cas/capagea.htm, scroll down to "Alma Mater Society"

***[NB: The new contract (in effect until May 31, 2007) will be posted imminently at that location.]

Fancy doing some tinkering of your own? It's a time-honoured tradition to pinch desirable wording from other agreements and reconfigure it to suit your own membership's purposes. The road to successful incorporation of visionary cycle lingo into your collective agreement just might start with you and your union steward or staff rep. Ask them what the timeline and process is for the next set of negotiations, and go from there. It'll often take patience and persistence, sometimes months or even years worth, to see some dynamic, healthy, and progressive wording show up in print. A relatively harmonious relationship between the employer and union can also go a long way towards expediting this, as can leading through example.

"What we desire for ourselves, we wish for all."

— J.S. Woodsworth

Kari has loved cycling since the age of seven, and has been an active member of various trade unions in British Columbia and Britain since she was 17. She has never owned a car.

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Left: Mountain biking trails abound on the coast; centre: On the Edge Bikes in Sechelt – Brad Proctor with race club member/bikeseller Jennifer Brown, Mechanic Rob Wood, and Lorraine Proctor; right: a group of Sprockids learning the ropes.

The Sunshine Coast: It's all here

Martin Prestage

IF YOU'VE EVER wondered why that truck full of mountain bikes turns away from the Sea to Sky Highway at Horseshoe Bay, it's not that they're lost, it's that they've discovered a new secret destination – the Sunshine Coast. Take the 40-minute ferry ride to Langdale, and you'll discover that the Coast isn't all about mountain biking (though it is world class). Two wheels are very popular on this strip of island-like mainland!

Touring

At the start of the Georgia Strait loop, the touring cyclist has lots to see and do. Side routes off the highway amble through quaint Roberts Creek and Coopers Green, and beyond West Sechelt the traffic eases off. Roads are winding and hilly, flanked by trees with many ocean views. Unlike the Gulf Islands (which have

none), the Sunshine Coast has four comfortable backpacker lodges spread along its length, in Gibsons, Roberts Creek, Sechelt, and Powell River. Porpoise Bay boasts a stunning biker campsite, and there are several other provincial campsites at Roberts Creek, Smuggler Cove, and Saltery Bay.

A beautifully scenic 50-minute ferry ride from Earls Cove takes you from the Lower Coast (Sechelt Peninsula) to Saltery Bay on the Upper Coast. There you will find Saltery Bay Provincial Park and the towns of Powell River and Lund. Catch the ferry (one hour and 20 minutes) from Powell River to Comox on Vancouver Island if you're interested in the circle tour down to Victoria.

Road Racing

The road racing scene is alive and well on the Coast, and many new and experienced roadies are seen out on the weekends. Road choice is limited, but this doesn't seem to stop the familiar red and black shirts of the On The Edge road team from pounding up and down the highway. Brad and Lorraine Proctor of On The Edge Bikes in Sechelt have done much to promote this, even starting a regular Tuesday night 10-mile time trial for local and visiting riders. The shop also runs a road and mountain bike club for youth and adults.

The Coast also boasts at least four Pentiction Ironmen, not too mention a handful of triathletes seen sharing their time between road, trail and pool.

Mountain Biking

The Brodie Rat Race, superbly organized by local riders Rod and Tanya Camposano, has done much to promote mountain biking on the

Coast. When the Test of Metal is full up, guess where they come, and often don't go back! With myriad fast single track, cross country, and downhill, bikers from the shore often leave wondering if they were the only ones up there all day! The B & K in Roberts Creek and the trails from Coopers Green lead to some very special riding. Ride "Cunning Stunts" or "Janet's Jungle," fly down "Red Baron" or "Orange," and come away unafraid and wanting more.

Spin Cycles in Gibsons also runs a mountain bike club for girls in grades five to seven.

Educational

Bike education on the Coast seems to be in a class of its own:

Gibsons is the hometown of Sprockids, where founder Doug Detwiller started the program many years ago. Now adopted by the Canadian Cycling Association and sanctioned by Cycling BC and IMBA, Sprockids aims at getting kids as young as eight years old out on their bikes, learning some real life skills. Through mountain biking they are taught how to goal set, develop a positive philosophy, promote values, and much, much more. Hundreds of bikers have been through the program, and it has been copied in many locations throughout the world.

Capilano College in Sechelt is proud to be hosting a new year-long mountain bike course aimed at turning the passion of riding into a career. Taught by professional trail builders Lora Woolner and Marc Schmidt, the program focuses on park design and trail building with environmental stewardship and land management in the forefront. Program director Caroline Departie claims it's the only course of its kind in the world!

Roberts Creek is also the home of LifeCycle, Vancouver's bike safety experts, who are often seen teaching in the Coast's elementary school system.

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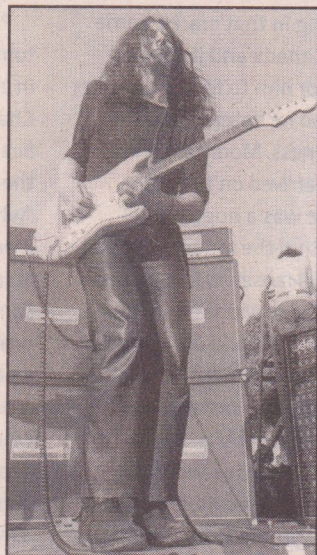
Paul Rudolph rocks in Gibsons with Spin Cycles

Tricia King

ASK ANYONE AROUND here and they will tell you the Sunshine Coast has a diverse cross section of talented people tucked up and down our shore lines. Talk with Paul Rudolph of Spin Cycles in Gibsons for a while and he might begin to reveal his fascinating history.

The Rudolph family moved to Hopkins Landing in 1953 when Paul was recovering from polio at the age of six. The family then moved to Port Mellon the following year. Growing up in the old mill town, rich with all its characters, helped shape Paul's sense of community and love for the coast.

Christmas 1957 changed Paul's life. That's the day he got his first guitar. Along with his polio disability that affected his arm and shoulder he developed an incredibly unique style of playing. Paul was guitar crazed. His first band, The Midnighters, aptly named because of Mom's curfew, played community halls from Grantham's Landing to Egmont



Above: Paul Rudolph (centre) in the dazzlingly decorated shop with Spin Cycles mechanics Leonard (left) and Matt. Photo by Amy Walker. Left: Paul rocking out in Hyde Park, London, Sept 20, 1969. Photo by Peter Sanders.

Graduating from Elphinstone High School in 1966, Paul ventured to Vancouver to pursue music. After a year he was picked up by a British band "The Deviants" and moved to London in 1967. Paul was whirling around the centre of one of the most powerful times in Rock 'n' Roll history. His tales include recording at Apple Studios one day and being invited to the roof top to watch the

Beatles filming "Get Back," recording at Island Studios and hanging out with a cool reggae group who turned out to be Bob Marley and the Wailers recording their album, and being backstage at the unfortunate Rolling Stones concert at Altamont.

Paul toured the UK, Europe and the USA. He played on Brian Eno's first four solo albums along with Robert Fripp, Phil Collins and Phil Manzanera. He toured with the Mad Mad World of Arthur Brown, The Deviants, Hawkwind, and The Pink Fairies to name a few.

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Mind of a Snail Puppet Co.

Amy Walker

THE TWO PRIMARY magic-makers of the Mind of a Snail Puppet Co. are Jessica Gabriel and Chloe Ziner. Both are multi-media artists, puppeteers, gardeners, permaculturalists, youth workers, and musicians.

What is Mind of a Snail Puppet Co?

Chloe: The last word of our name, which is "Co." can mean "Co-laboration," "Co-Inspiration," "Co-creation." The word "Puppet" is what we are focussing our art on right now. We do lots of shadow puppetry.

Jessica: We use an overhead projector, or flashlights and a white sheet surface and we use stuff we find on the ground, plus our own bodies and we experiment with layers and lights, textures and colours. It's like a moving collage.

Chloe: One of the things we do is an improvised "Shadow Jam" experience. Half of our show is about the sound or music that accompanies the images. Sometimes its a live, improvised musical jam. Sometimes its a prepared

...continued on page 17

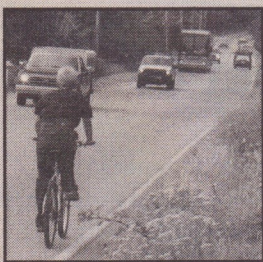
Sunshine Coast continued from page 14

Commuting and Advocacy

With so much biking going on, it's little wonder a few souls actually commute to the city – not Gibsons or Sechelt, but the big city of Vancouver. It's only a 75-minute ride to downtown Vancouver from Horseshoe Bay, and buses 250 and 257 will always be there just in case. On the Coast, a frequent bus service also carries two bikes on each bus.

Cyclists on the ferry, charged \$2.50 for the privilege, sit en-mass eating second breakfasts early in the morning – as many as 12 regulars in the summer. One rider, Larry "super-commuter" Nightingale, rides 120 kilometres from Halfmoon Bay to West Vancouver and back, starting at 4:15 am to get up the vicious Sargent Bay hill. Admittedly, he's only a one-day-a-week kind of guy!

Chatelech High School has run "commuter challenges," and Roberts Creek now has a monthly Critical Mass every last Friday of the month that leaves the school at 5 pm. 55 riders showed up (out of 3,000 folk in the village that's pretty good) The Coast is where it's all happening!



SAFETY ALERT!

Two cyclists were recently struck while riding on the Coast Highway, highlighting the danger that exists on the out-dated road. Some areas have a hopelessly inadequate shoulder for cycling – and one must use extreme

caution on these sections. With more people appreciating the Sunshine Coast there is increasingly more car and truck traffic on the Coast Highway.

A petition asking for a ferry-to-ferry bike path (Langdale to Earl's Cove) will be presented to Sunshine Coast MLA Nicholas Simons on August 1. Add your voice to this campaign – contact Sue Duxbury at 604-886-3841 or contact Nicholas Simons' constituency office at: Pier 17 Davis Bay, PO Box 673, Sechelt, BC, VoN 3A0 or by phone: 604-741-0792.

COASTAL LINKS

Touring

www.bigpacific.com
www.env.gov.bc.ca/bcparks/recreation.html
www.backpackers.ca
www.upthecreek.ca
www.wynkenblynk.com
www.powellriverhostel.com
www.wuts.nu/upperdeck

Road Racing

www.ontheedgebiking.ca

Mountain Biking

www.user.dccnet.com/rtcamposano
paulrudolph@uniserve.com

Educational

www.sprockids.com
www.lifecycle.ca
www.capcollege.bc.ca/programs

Commuting & Advocacy

www.bcferries.com
www.upthecreek.ca/news.htm

Paul Rudolph, continued from page 15

When recording with Eno, Paul would visit the cycle track across the street on his breaks. He became increasingly interested in cycling, bought his first bike, got a racing license and the rest was history. By 1972 his spare time was spent being tutored by "The Guv," an 80-year-old master wheel builder at Condor cycles in London's west end. When he wasn't on tour with music, he was on tour with his bike. London to Morocco was one of his favourite rides.

By the early '80s Paul was getting tired of the music business and didn't like the direction music was taking in that era. He came back to Canada and it seemed natural for him to follow his other passion so he entered into the bike business. Mountain bikes had just arrived on the scene and there was a huge excitement within the industry. At that time, Rick Hansen was preparing for his Man in Motion tour and Paul hand built and designed his wheels together with Norman Hill. Paul quickly became a light in the Vancouver bike community. He has provided technical support for high calibre athletes such as Olympians Tara Dubnicoff and Clara Hughes (Paul wistfully recalls their gratitude being expressed in baking!)

In June of 1999, Paul was diagnosed with prostate cancer. One month later, the bike company he was working for went out of business. Over the course of the winter, Paul and his partner Tricia talked at length about what they truly wanted in life. They knew they wanted to leave the city. Paul wanted to return home to the Coast and pursue his dream of having his own bike shop. Despite the fact that Paul still had cancer and they had virtually no money, the two took a series of huge risks.

With blind faith and nothing to lose they purchased a house

and simultaneously started Spin Cycles. They still don't quite know how they did it. "The first year was pretty wild," says Tricia. "Paul was undergoing radiation treatment and we were working practically seven days a week. We simply knew it was the right thing to do."

In 2004 Spin Cycles moved into a bigger space next door to the original 450 square-foot shop. As a sign of what a community centre the store had become, customers pitched in to help gut the new space and set up for renovations. The shop was back up and running within five days.

Paul and Tricia enjoy taking customer appreciation to extremes. In 2002 they hosted a "Ride-thru Chapel of Love" during Gibsons' Sea Cavalcade. For a donation to the food bank, the two staged "while-u-wait" weddings. The 'Reverend Paul' made himself available to couples for pre-nuptial confessions and offered deluxe wedding packages complete with a patch kit and lube.

2003's Cavalcade saw them hoisting a mast and Jolly Roger above the store for "Viva los Pirates" and flogging customers with a marshmallow cat-o-nine-tails (with all proceeds going to charity).

In February Spin Cycles held a dance at the Roberts Creek hall with music by the Grames Brothers, prizes and a Sprockids benefit dinner earlier in the evening. Paul appreciates the opportunity to give back to the community that helped raise him. He offers many free clinics for local youth and he strongly supports the Sprockids program on the coast.

Whether it's bikes or music, Paul strives for excellence. For him there are many parallels with both passions. They include rhythm and feel. It isn't just about being a good technician. If you don't have feel or timing you just won't get the same results.

Prairie girl goes coastal

Jennifer Ward

HAVING JUST BARELY dried out from my first West Coast winter, I cycled the famed Sunshine Coast at the beginning of May. With prairie-girl optimism I set out for the coast whose name promised exactly what I craved. Just as Vancouver had lived up to my rain-soaked expectations, the Coast delivered three days of pure unadulterated sunshine.

One main draw of the Coast is its proximity to Vancouver, making it the perfect rookie tour (in my case) or weekend trip. From downtown, it is only 20 kilometres to the Horseshoe Bay terminal. If you fancy wide shoulders, panoramic views, and don't mind an occasional exhaust chaser for your Gatorade, take the Upper Levels Highway (Trans Canada). For a route that is reminiscent of the Cinque Terre in Italy, but comes at the price of hair-raisingly narrow shoulders, try Marine Drive (Highway 1A). I took the latter route, trusting the yellow flag at the back of my B.O.B. trailer to ward off any four-wheeled predators.

A winding ride bustling with traffic brings you to the Horseshoe Bay ferry terminal, a picturesque harbour with a café and views of the mountains to the north. I paused here to get my bearings and top up the caffeine levels. It is an extra two dollars to take your bike with you on board, and on the ferries you'll be allowed the rare privilege of cutting in front of motorists while boarding. After disembarking though, stand aside and let the eager drivers pass. Your patience will be rewarded with a more pleasant cycle.

Across Howe Sound lies the ferry terminal at Langdale – the gateway to the Sunshine Coast and the genesis of Highway 101. Approximately 140 kilometres to the North, Lund marks the Highway's terminus. This section of prime touring territory is also the final leg of the world's longest highway, the Pan-American, stretching 15,020 kilometres from Chile's south coast to Lund.

It is possible for the cyclist accustomed to hills and endurance rides to cycle from Vancouver to Powell River in two days. This option would likely include an overnight at Katherine Lake Regional Park (for campers), or another reasonable halfway point

somewhere between Halfmoon Bay and Irvines Landing. There are numerous private campgrounds along the highway, but only three provincial parks – plan ahead to minimize frustration. I opted for a more relaxed three-day route, taking time to browse studios, hike to Skookumchuk Narrows, and get accustomed to the hills. I camped at Roberts Creek and Saltery Bay, both lushly forested, fully-serviced campgrounds with perfect spots to catch the sinking sun over the horizon dotted with islands. Sunsets are the perfect cure for sore and tired muscles.

The Sunshine Coast can serve as either the first or last leg of a circle tour through Vancouver and Victoria. If time is limited, there are buses from Lund or Powell River back to the city. From Powell River one can also do a side trip to Texada Island – a sleepy step back in time and with fabulous cappuccinos and conversation just off the docks. Texada is serviced by a rolling 35 kilometre traffic-free circuit and is also home to one of my favourite campgrounds: Shelter Point Park. Locals recommended continuing on to Lund and taking the sea taxi to Savary Island, whose white sand beaches are reminiscent of Hawaii.

Only a handful of advice is needed for this leisurely excursion. Carry a sufficient supply of food with you: grocery stores are often closed or non-existent. Be prepared for hills, and don't get discouraged – the final 30 kilometres to Powell River are comparatively flat. Stay on the shoulders when possible, and keep your speed down on hills and in small towns to respect the local pace. Be sure to fuel up at one of the Coast's unique culinary treasures such as the Flying Yellow Bread Bowl in Powell River or the Gumbo Café in Roberts Creek. Talk to people, buy local goods, and breathe: this is not city air.

Jen Ward likes to live simply but somehow manages to justify owning three bikes. Her life's goal is to bring her three passions – travelling, biking, and beer – together as often as possible.



Jessica Gabriel and Chloe Ziner.

...Mind of a Snail continued from page 15

show where we make the soundtrack ahead of time and record it.

Where have Mind of a Snail performed?

Jessica: We've performed locally from Langdale to Pender Harbour and lots of places in between at schools, festivals and intentional dance parties. We've performed in Vancouver and at the Shambhala Music Festival.

Chloe: We hope to expand outwards without losing sight of our roots. We're permaculturalists and the first "zone" of permaculture is zone zero – that's you in your home – and that's where we do Shadow Jam every two weeks here in Sechelt. You also get the most from the least effort, the least expense.

Your work is described as "Compost-modernism." What does that mean?

Chloe: A friend of ours, Isabelle Kerouac, said that and it clicked right away. There are many layers to compost-modernism and they all mulch together, decomposing and festering into a nice, rich soil if you know what I mean.

Jessica: The layers are composed of found materials – the detritus and throw-aways of society. You can take this literally, as in garbage, and also in the form of ideas – this is a bit Dadaist, this is a bit surreal. We mix it all up in a pot or on top of the projector or in our latest sock puppet play.

Chloe: And we use it to feed people. We spread it like seeds and have it grow.

And where do you see the sprouts?

Chloe: Every time a child makes a puppet!

See Mind of a Snail performing *Dream of a Tree* at the Vancouver Fringe Festival, in the "Venue-ette." September 7 – 14
Find out more at: www.mindofasnail.org



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Has Beans

Jan Derbyshire

HE LOOKS LIKE an oversized lawn ornament, one of those solid little elves that can scare the bejesus out of you if you catch one in your bike headlight late at night. He is bald with big, cement hands and wears a filthy, yellow rain slicker. Under that is a shapeless, thin T-shirt and dirty bike shorts hanging loose to his knees even though it is still the middle of another cold, snobby winter. If he ever was a real lawn ornament, it would have been a long while since he'd graced some grassy knoll out front of a big house in Point Grey or Shaughnessy or maybe even West West Vancouver. Whatever his story, she recognizes him as one of the fallen. Down here there are a lot of the fallen.

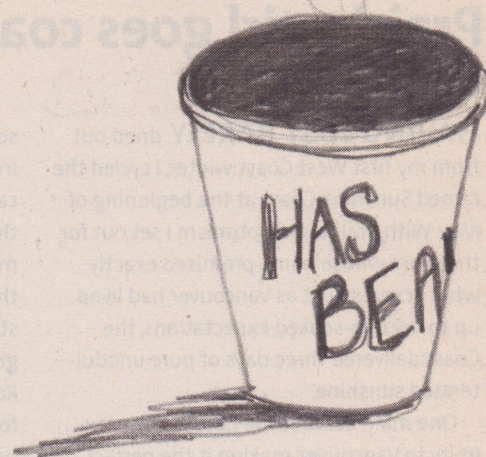
Some have toppled from greater heights, but they are all chipped or cracked or busted clean in two.

Her name is Chain and she has somehow become the girl behind the counter. She works for minimum wage as a Barista for a famous coffee bar franchise called Has Beans. The newest store sits on Powell Street, like a fake tooth pegged into the rotting mouth of the Downtown Eastside. The concrete gnome smiles too big at Chain and then asks nicely for "a large coffee, black, right to the top." She pours him a big Has-Bean-sized cup and places it on the counter. "That'll be two twenty-five." He looks at the coffee and says, "No, no, right to the top." And then he makes a undercut curving motion with one of his hands and says, "Meniscus." It's 6:30 in the morning.

Chain doesn't know if she knows what he means, but she's pretty sure if she pours anymore coffee into the cup it will spill over. He sees her hesitation.

Now it is Chain smiling too big, a bad habit she uses to cover up her personal hatred of personal uncertainty. He waits.

Chain is feeling completely insecure about making this one tiny decision. She just keeps smiling too big and starts humming "Ode To Joy." This is the only tune she can remember since her last bike crash where some asphalt did a little Wham, Bam, thank-you Ma'am, on her round, plentiful head. "Meniscus," says the concrete gnome again. Chain decides to pour more coffee in his cup, right to the top of the brim. It's so full, the hot liquid falls back



in on itself and collapses into a tiny concave. "Meniscus," she says, "the curved top of liquid in a small tube." She must be retrieving this information from high-school science. That bumping up of grey matter against black pavement has really scattered her mind's filing folders. He smiles too big again, pays his money, and throws 75 cents in the tip jar. She says, "Thanks Meniscus Man." He seems to like his new moniker, because he sticks around and they talk about The Myth of Urban Planning and the reasons for staying in touch with one's reptilian rage and NIMBYism and Continuing Education as being little more than Adult Daycare. He tells her about this park up on Kingsway called Chocolate Park because there used to be a Purdy's next door. He says the land is so toxic it glows at night. He says he only finds riding a bike real with another person. He says, "What's a nice girl like you doing in a place like this?" She pulls the trigger answer, "I'm not nice." Meniscus Man takes a small sip of his coffee, likely burning his lip, but he doesn't even wince. All he says is, "Yeah, well, nice is three-quarters ice." Her brain cannot supply a snappy comeback, so Chain defers to body language. She lets her jaw hang slack in that unbecoming way only truly depressed people can really pull off. It works. As she suspected, the look is way too empty for Meniscus Man. He leaves and Chain starts humming "Ode to Joy" again, immediately forgetting why. She will get through the rest of her shift daydreaming about a night ride to Chocolate Park, to see if it really glows in the dark.

Jan Derbyshire is the playwright in residence at the Firehall Arts Centre.

Opera – music to move you

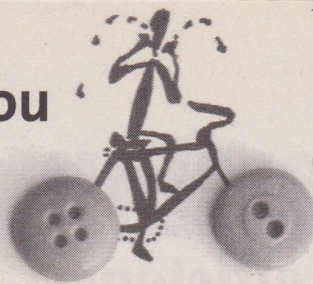
Luis Bernhardt

OPERA AUDIENCES ARE increasing – and increasingly younger – clearly underscoring a revival in opera's relevance. To understand why, here's some context: the last really popular opera was probably Puccini's *Turandot*, which premiered in 1926. The next year sound came to movies, and despite significant new operas by major 20th century composers, movies completely displaced opera as the mainstream theatrical showcase of popular culture.

But just as the most important films of each decade have survived due to their artistry and relevance, the most relevant and artistic operas of the past 400 years have also survived as a canon of about 80 works that comprise the standard repertoire. And, as many are discovering, once you delve into this repertoire, you may become hooked.

Opera's relevance comes not only from the propensity, especially in European houses, to reframe the traditional stagings and mirror current issues (without, God forbid, changing any of the notes), but it is also quite relevant on an emotional level in ways that are difficult for current popular music to address. Rock operas have failed (when was the last time you saw Tommy?), I think, because rock is constrained by its movement-centric rhythmic and dynamic elements, and unable to evoke the full range, intensity, and changeability of human emotion. Subtle changes in tempo and changes in volume (dynamics) are not part of the rock idiom, yet they are crucial to provoking the full range of emotional response. Classical music is multi-dimensional, and it's no coincidence that film scores are usually written in an eclectic late-Romantic style, heavily influenced by opera composers Richard Wagner and Giacomo Puccini. In fact, I think that 200 years from now, when music students study the great composers, today's "classical" mainstream will consist primarily of film score composers. Recall that most of the great composers in history have gone where the money was.

I've always thought opera was natural for cyclists. Cycling and opera can both arouse passions, after all. The archetypal blend of bike and bel canto was the aspiring Italian ciclista Dave in the 1979 movie classic *Breaking Away*. Modelled on a real character, it's not difficult to imagine belting out arias on some back road, and with an ultra-compact shock-proof MP3 player, you can sync an entire three-hour opera and sing along.



Once past your initial resistance, opera will touch you. To prove this, see if you can resist this list of operas that are easy for beginners. They are probably the most popular in the repertoire, so it won't be hard to find one being produced by companies in Vancouver, Victoria, Seattle/Tacoma, or Portland.

La Boheme, by Giacomo Puccini. A starving young writer living in a cheap flat in Paris with his equally poor artist buddies falls in love with a frail young seamstress. The original *Rent*, and much more heart-rending, passionate, and emotionally relevant, even after 110 years. Long soaring vocal lines typical of Puccini, often familiar because the music is used in lots of commercials and movies (like *Moonstruck*). (Seattle Opera, May 5 – 19, 2007)

Tosca, by Puccini. A popular opera singer heroically confronts the treacherous lecher and chief of police (who wants only Tosca's body) to save the life of her artist/revolutionary lover. This pulp-fiction story is typical Puccini, but Floria Tosca is one of opera's feistiest heroines, and the dramatic content is among the best in opera. (Vancouver Opera, April 21 to May 1, 2007)

Madama Butterfly by Puccini. A carefree U.S. Naval officer loves and leaves a young Japanese girl who has renounced her own family and culture; she is convinced that he still loves her and will return. Of course, she's heartbroken when he does return, but with his "real American" wife. The first time I saw this, Butterfly put a U.S. flag in the hands of her (and Pinkerton the officer's) young child just before she kills herself, a staging touch I wish they'd repeat. With a good tenor and soprano, the love duets are absolutely spellbinding.

Carmen by Georges Bizet.

A passionate soldier is seduced by a steamy cigarette factory girl, who then drops him for a dashing bullfighter. But the soldier can't resist her – he deserts and joins her smuggling ring. Meanwhile, his mother and his good-hearted girlfriend try to get him back. Bizet's masterpiece bombed at its premiere and he died before it became one of the world's best-loved operas. Every piece of music in this opera is memorable.

Illustration by RusL Adams-Buker

Rigoletto, Il Trovatore, La Traviata by Giuseppe Verdi. The three most popular of Verdi's 27 operas were written and premiered in an inspired three-year period between 1851 and 1853, and they all deal with family relationships: father-daughter (*Rigoletto*), mother-son (*Il Trovatore*), and father-son (*La Traviata*). These were turbulent, revolutionary times in Europe, and the operas mirror the turbulence in Verdi's own life at this time. His two children and wife had died a decade earlier, and to provincial disapproval he was living reclusively with an aging soprano. (Pacific Opera Victoria just did *Rigoletto* in April)

The Magic Flute (die Zauberflöte) by Wolfgang A. Mozart. A virtuous young hero and an earthly bird-catcher are asked to rescue the Queen of the Night's beautiful young daughter from the clutches of an evil sorcerer, but things are not what they seem. Mozart was a major influence in the course of opera. His characters could be singing one thing, but the music would tell you how they really felt. He went beyond composing just pretty music and into the realm of psychology and emotion. This later singspiel (comic opera with spoken dialogue) contains some of Mozart's most accessible, hummable, and compelling music, plus many veiled Masonic references (both Mozart and librettist Immanuel Schikaneder – who was also the first Papageno, the bird-catcher – were Freemasons). (Vancouver Opera, January 27 to February 8, 2007; Portland Opera, May 12-19, 2007)

This starter list covers the period from the late 18th to the very early 20th century. Start by getting the highlights CDs and become familiar with the melodies. I suggest the recordings made before 1960; most operaphiles think they were superior performances, and they usually cost less. They will help get your ears tuned in and I hope dispel any misconceptions you may have had that opera is boring, irrelevant, or elitist. Some are, but these are not often produced, so you are unlikely to run into them until you're hooked. And then they become interesting and challenging.

Luis Bernhardt MBA, CMA, is an urban cycling consultant with over thirty years of experience in all aspects of cycling.

Breeze's passion for city bikes and efficiency

MOUNTAIN BIKES WERE A DIVERSION FROM HIS OTHER LOVE FOR EUROPEAN-STYLE CITY RIDING

Ulrike Rodrigues

IT'S NOT EVEN lunch time yet and Joe Breeze has already blown my mind. Breeze – who with Gary Fisher, Tom Ritchey, and other Mountain Bike Hall-of-Famers basically invented the sport – has just admitted over the phone that if he hadn't been so 'distracted' by that whole fat-tire, Repack* thing, he might have gotten down to what he really wanted to do a whole lot sooner: design commuter bicycles.



Joe rounding Repack's Turn Four aboard Breezer #1, 1977. Photo by Wende Cragg, Rolling Dinosaur Archives.

"The off-road thing was a diversion from my plan," admits the creator of Breezer bikes from his Marin County work space, "It wasn't part of the script. It just happened...like life."

"My interest in city bikes came long before mountain bikes," he explains. "My father commuted to his job in the 1950s by bike, so I grew up aware of that aspect of bikes." Breeze rode to school and around his neighbourhood as a kid, but it wasn't until the 17-year-old bike-toured in Europe that his eyes opened to bike transportation culture.

Says Breeze, "Nowhere was this so pronounced as in Holland with their extensive bicycle thoroughfares, cloverleaf interchanges and bicycle traffic signals....I thought, 'We've got to do this in America!'"

Joe returned home inspired, and got involved in the beginnings of the region's bicycling infrastructure. Perhaps more significant to the history of cycling, he also paid five bucks for a beat-up 1941 Schwinn motobike and turned it into what would eventually be called a "mountain bike".

As Joe puts it, "One thing led to another and soon I was flying down a Mount Tamalpais fire road thinking 'a-ha!'. Breeze's refurbished cruiser, then the series of Breezers he built after that, begat a sport that put Marin County



Joe Breeze commutes by bike. Photo by Ross Campbell

on the map and North Americans on their bikes. Breeze continued to build off-road bikes through the 1990s.

"For me, the diversion essentially lasted twenty years. By that point, the mountain bike was well on its way and I kept coming back to city bikes as a way to get more people on bikes." The trouble was, there weren't a lot of non-mountain bikes that fit the bill so Breezer created the *Ignaz X*: a cruiser tribute to Schwinn's co-founder. "I know it got style points," admits Joe, "But I wasn't particularly happy with that bike because it was designed after a cruiser, and cruisers will never be very ergonomically efficient."

Joe uses the word "efficient" surprisingly often when he describes bikes. "Bicycling is the most efficient method of transport ever born or devised," states Joe matter-of-factly. "Maybe



1.



2.



3.



Joe welding Breezer #1 in 1977.

Photo by Wende Cragg, Rolling Dinosaur Archives.

**“Bicycling is the most efficient method
of transport ever born or devised.”**

—Joe Breeze

I wasn't aware of that when I first learned to ride at age five, but I soon was entranced with how far I could get down the road with so little effort.” He also learned that a better pedal stroke and a better bike made biking even – better. Jokes the still-ardent commuter cyclist, “it was a self-propelling prophecy.”

It was Breeze's love of efficiency – as well as his advocacy efforts with the Marin County Bicycle Coalition and proddings from his new business partner John Doidge – that prompted his next step. “[John] had been to many bike shops expressing his desire for a purpose-built bike with fenders, a rack, lights, kick-stand, et cetera – and the common response was, ‘why would you want a bike like that?’”

Joe's answer? Given the choice of a reasonably-priced town bike that is efficient and fun to ride; or an expensive car that is frustrating to drive, why *wouldn't* you want a bike like that? Breeze created what he calls a “civilized vehicle” – a ready-to-go bike that shares the basic features of a car: “...fenders for grimy roads, lights in case it gets dark, ways to carry stuff things and protect your clothes; and the ability to stay upright when parked.”

“They're like a European town bike,” says Joe of his new *Town* and *Range* models, “but I tailored them to my view of the North American market which requires a sportier bike.” Unlike the boutique Dutch bikes becoming popular with Yaletown flat-landers, a Breezer's

geometry and lightness make it agile enough to sprint up Vancouver hills. And unlike the bare-bones mountain-bike styles you find everywhere else, a Breezer is not ‘naked.’

“We've been selling naked bikes for decades!” exclaims Joe with exasperation and just a hint of confession. He explains that while experienced bike owners know they have to add after-market accessories to a recreational bike to make it useful in the city – novice riders (and the majority of the population) don't. “I've run into people over the years who have said to me, ‘why can't bikes be *useful*?’”

If the Joe Breeze of twenty-five years ago is guilty of denuding bikes of their useful accessories, he's now making amends. Today Breezer's motto is “Transportation for a healthier planet” and the company has officially switched from recreation to transportation bicycles. “It is time to unite cyclists, environmentalists, and health and cycling advocates,” Breezer proclaims, “so that bicycles will be fully appreciated as the wonderful vehicles that they are.”

Now that sounds like a self-propelling prophecy.

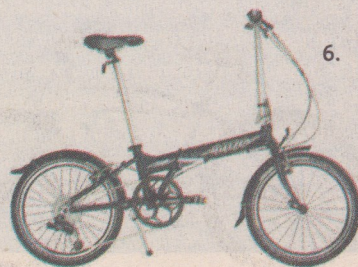
***Repack – the name given to early mountain bike races. Riders would bomb down mountain fireroads causing the hub bearings to burn the grease inside, requiring the riders to repack the bearings.**

BREEZER RESOURCES

As well as providing links to his favourite cycling advocacy and education organizations, Breezer's web site (www.breezer.com) also describes the birth of mountain biking in his own words. Intrigued? Follow a link to the Mountain Bike Hall of Fame (www.mtnbikehalloffame.com) for on-the-trail accounts of the very first Repack races.

Bottom of page – a bicycle family album:

1. 1941 Schwinn-built motobike. Joe's first “ballooner” which he stripped of faux gas tank, fenders, racks and baskets and rode down Mt. Tamalpais' scenic Railroad Grade.
2. **Breezer #1.** The first mountain bike with purpose-built frame and all-new parts. Joe built this one in 1977 and raced it to victory at Repack one week later. Nine like it, with the “twin-laterals”, followed. Photo from Cowell Hall of California History.
3. 1998 Breezer *Lightning*. Breezer's top hardtail mountain bike.
4. Breezer *Uptown 8* Town bike with diamond frame.
5. Breezer *Uptown 8* Town bike with ‘step-through’ U frame.
6. Breezer *Zag8* Folding bike.





Norco VFR 4 \$875.00

I'm looking for a person with a full-time job that's not too close to home. Together we can fly to work up and down the city's bike routes. My life needs excitement, adventure, and real speed. I'm practical though, and I can dress up in fenders and a rack, no problem at all.

Body type:

I like to describe my aluminum frame as powerful – still light, but with that fat tube aluminum look. You can get me in five sizes: 14.5, 16, 18, 20, and 22 inches, which is funny because mountain bikes are usually measured in inches, and I'm a road bike with 700 cc tires. What makes me different? No drop bars here, just a regular flatty! I have a head tube angle of 72 degrees, and a seat tube angle of 74 degrees (73 for the two largest sizes).

Accessories:

My Tiagra rear and 440 front derailleurs are by Shimano, and they're matched with Truvativ's Touro road cranks. I bring you two big gears up front, and eight tiny cogs out back, so you'd better be ready to push it on the climbs. Right now I'm wearing Wellgo 209 road-style pedals with toe clips, but this doesn't work well with such aggressive gearing. You'd better treat yourself and buy me some clipless pedals if you want to get your money's worth. I have a sweet pair of 700 cc Alex double wall rims, and my seat post, stem, and handlebar are all made by an old friend, Tom Ritchey. The flat bar is all that keeps this from being a road

bike, though it should really come stock with fenders since it's being aimed at commuters.

I like to talk about:

Bikes, what else?

Where do I like to be seen?

Often with the Bike Doctor or at Bicycle Sports Pacific, but I also like to be seen hanging out at Bikes on the Drive.

Comfort level:

I'm made in Canada, so staying fit is definitely one of my top priorities. I have skinny little semi-slick Hutchinson Flash tires that are 28 millimetres thick, and at 87 max psi they just fly over the road – but you'll feel every pebble. My Selle Italia XO saddle fits with the whole package: comfortable, but not plush. The ride is fast, but not forgiving.

Ideal first date:

Picture you and me out for a quick spin to Steveston or Horseshoe Bay on a warm, summer morning. The fresh breeze blowing off the ocean, Powerbars for a snack, and then seafood for lunch. Perfection!

Favourite quote:

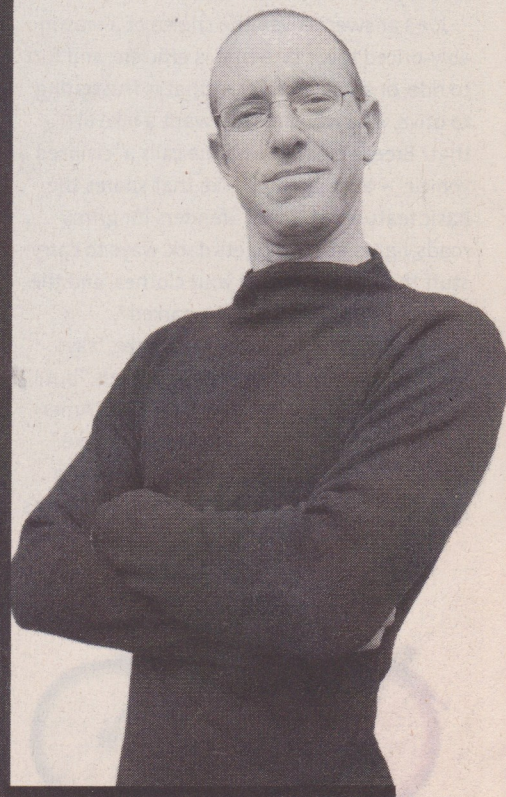
Mach-5, the speed at which stress can't keep up, is simply forward motion. But it has to be self-propelled. Note that people in cars are still stressed.

— Jef Mallett, creator of the comic *Frazz*.



I've been on two amazing rides *this week*. I used to think, "Where are all the great single bikes?" Not anymore!

The parts are great for the price, which isn't surprising since Norco distributes Alex rims, Hutchinson, Shimano, and Ritchey here in Canada. We had a good time, but I think I want to upgrade to disc brakes (without buying new hubs and a new fork), so I'm going to call up her sister (VFR3). For \$1,129, the extra power and reliability in the rain are worth it.





Brodie Dynamo \$799.00

Do you enjoy easy pedalling, a comfortable seat, and a smooth ride? If you do, we'll find our way into each other's arms. I'm a bike that can enjoy a calm evening stroll by the beach as much as a smooth morning ride to work.

Body type:

My subtly sculpted aluminum frame has a smooth, sexy look to it. My welds have been carefully sanded so I look like I've been molded from a single block of aluminum. I sit high on a pair of 700 cc wheels, and I come in four sizes: 50, 53, 56 and 59 centimetres, like a road bike. Each size has a slightly different geometry: the 50-centimetre bike has a 70.5-degree head tube and 75 degree seat tube, whereas the 59 centimetre model has 72 and 73 degrees respectively.

Accessories:

This year I'm wearing a practical pair of 5D cranks from Truvativ's Comfort Series and Shimano Alivio components with a very flexible 27-speed drivetrain to conquer any hill with ease. I come stock with flat pedals and toe clips, but I'd be much nicer without the toe clips. They can rub the front wheel when I turn, and give you a scare. I'm also wearing Hayes' HMX-3 disc brakes, so I'll stop on a dime, even in the rain. I would look great with some fenders and a rack – I'd be ready for anything (hint, hint).

I like to talk about:

Nothing – I'm a bike, bikes can't talk.

Where do I like to be seen?

Mighty Riders and Reckless are two of my favourite hang outs, but I also like to relax with buddy John Henry, or at Dunbar Cycles.

Comfort level:

Mounted on a sweet pair of Alex eyeleted rims are my 38 millimetre wide Cheng Shin tires. Big enough to absorb any small bumps you roll over, they're also nicely matched to my plush WTB Speed-V saddle that pampers your bottom and keeps your privates safe on the long rides. Up front there's a riser bar that'll put you in an upright position to minimize back strain.

Ideal first date:

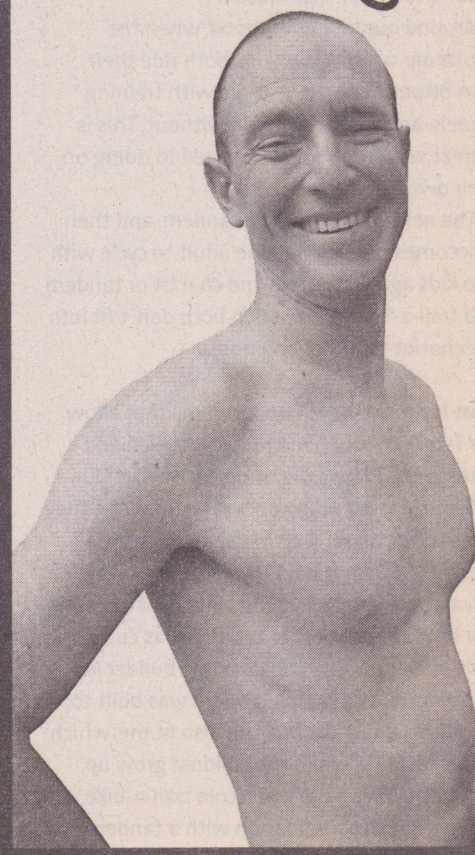
A quiet trip around the seawall before dinner, and then a ride to the beach on a summer evening to watch the sun set over Vancouver Island. Those last beautiful rays keep me happy and smiling all summer long.

Favourite quote:

If a man insisted always on being serious, and never allowed himself a bit of fun and relaxation, he would go mad or become unstable without knowing it.

— Herodotus, 484 – 430 BC
in *The Histories of Herodotus*

Since relaxed riding and touring in comfort and ease are my priorities, I got along well with the Dynamo. The components are solid for the price and the disc brakes are a really nice touch. Even when it rained on us at the end of our date, I felt safe on the road. We're going to go for a second date next week: a BBQ down at Jericho beach. If the toe clips get left behind, I know that we'll have a great time.



The family train

'TWEEN TRAILERS AND TWO-WHEELERS

Denise Wrathall

ONE OF THE challenges of family cycling is bridging the gap between when a child rides in a carrier or trailer and when they can ride completely on their own. Greg Corrigan and Stan Jang are two fathers with experience and knowledge of good gear for making the transition.

MOMENTUM: What gear did you use to get your kids to start pedalling themselves?

Greg Corrigan: We started with a Chariot, and we still use this when one adult needs to take both kids any distance, because both our three-year-old and our six-year-old can still ride in it together.

Our oldest has been riding on a trail-a-bike since he was three, and he enjoys that. He actively pedals, and I can even coast and let him pedal. Our trail-a-bike is a Norco brand, which I like, because they are accessible and reasonably priced. You see a lot of Norco trail-a-bikes around town for that reason.

Around our neighbourhood, when the adults are walking, our kids both ride their own bikes, the three-year-old with training wheels, and the six-year-old without. This is a great way for them to get used to riding on their own.

The next step is to get a tandem, and then it becomes possible for one adult to cycle with two kids again (tandem and chariot or tandem and trail-a-bike), even when both don't fit into the chariot together anymore.

Stan Jang: We have two tandems that allow our family of four (children aged seven and nine) to travel long distances by bicycle. Our children started riding on a tandem when they were about three. One of the tandems is a Greengear (Bike Friday) travel tandem, which can accommodate a young child because of its low top tube. The other tandem was custom built by Dennis Bushnell, a frame builder in Washington state. This tandem was built to just fit my daughter, but can also fit me, which makes it useful when the children grow up.

We also have a Burley Piccolo trail-a-bike, that we use in combination with a tandem,

when one adult needs to cycle alone with both kids. The Burley is the best of all the trail-a-bikes, because it has a rigid attachment system, so both the joint and the tubing don't flex much, and I'm not thrown off balance if the child is leaning differently from me. It doesn't fold up, which is ok for us, since we don't transport it much. Fold up trail-a-bikes are convenient, but the hinge would be another source of flex.

Both kids also have their own bikes, for shorter rides, or for times when we want to give them the chance to ride on their own. Then we are careful to stick to residential streets. It's slower for the kids to ride on their own bikes, so this is what keeps most families from riding together for anything other than recreation. For most day-to-day errands, where we don't want to take extra time, we use the tandems or tandem and trail-a-bike.

MOMENTUM: What are the challenges with the gear that you've used?

GC: Having the kids ride their own smaller bikes is great, but until they can ride a bike with 20" wheels and gears, they won't be able to go any distance on their own bikes. Since kids' bikes are small, and motorists don't really watch for them, crossing the street is an issue. They say that kids under the age of nine are also still too young to fully understand the importance of safety when crossing the street. Curbs without ramps are also a huge challenge for kids learning to ride their own bikes.

The trail-a-bike generally works well, but it can flop back and forth, throwing the adult rider off balance. The ones that attach to the rack eliminates this problem. Because trail-a-bikes are so long and most are heavy, they are a challenge to load into a car, so it's a good idea to get one that folds up for transport.



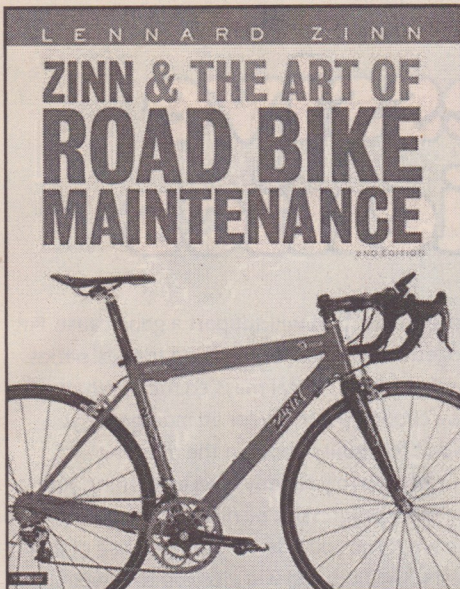
Illustration by Ian Hoffman

Not all trail-a-bikes have gears. At first I didn't think this was important, but now that I understand them better, I realize that this is an excellent feature. A trail-a-bike with gears allows a child to pedal uphill as well.

SJ: Tandems need some accessories to allow children to ride on them because most are made for two adults. Our travel tandem is modular so we only needed to replace one section of our frame with a shorter one. For our Bushnell tandem, we put crank shorteners on the cranks to allow my daughter to ride with standard adult cranks. Crank shorteners make the pedals travel in a smaller circle to accommodate children's shorter legs.

Trail-a-bikes range from \$200-\$500 new. They can be purchased at any bicycle shop that carries children's bicycles. Tandems start at about \$800. A good quality tandem costs about \$2,000. Locally, they can be purchased at Cambie Cycles, La Bicletta and Taiga Works. Pedalsport, in Abbotsford, is the only tandem-specific bicycle shop in the Lower Mainland.

The Like-A-Bike is another option, although I wasn't able to locate anyone in Vancouver who has used one. It's a wooden bike without pedals, designed to help children from age two to five build confidence and balance on a bike. You can learn about them or purchase online at www.likeabikeusa.com.



Zinn and the Art of Road Bike Maintenance

by Lennard Zinn
2nd Edition, 336 pages
Published by Velopress

Reviewed by Neil Goeller

LENNARD ZINN IS a frame builder, bike racer, and all round wordy fellow. To point out the obvious, this book deals exclusively with road bikes, though it does also serve for touring, cyclocross, track and triathlon bikes.

Something I appreciated when I started reading was Zinn's arrangement of the projects by skill level and tool chest size. Zinn allows you to easily determine whether you are up to a task before you begin by outlining the skill level and variety of tools required. This will help novices to avoid embarking on a task which leaves them short on parts or tools halfway through. However, that's sometimes a great way to justify buying the tools you've always wanted, and now urgently need to finish a job.

Luckily the book starts with a list and description of the tools required at each level. The lowest level are very general and affordable tools and the highest consists mainly of shop tools, generally very expensive (often many hundreds of dollars). For those ignorant of specialty shop tools, this could really ruin the mystery of those simple, yet expensive jobs which require shop tools like a headset press, or crown race remover. On the other

hand, this book could reveal how *Star Wars* tends to be a preferred method of bike doctoring: "For this next step, use 'the force'", er, I mean, use force."

Zinn also prefers – and he makes particular note of this – sketch drawings over photos. I'm suspicious that this is a preference with budgetary foundations. Originally skeptical, I found the drawings mostly well-delivered and easy to understand. Where these drawings tend to miss the point is for some of the exploded diagrams, where it's not necessarily clear which bolt/washer goes on when/where and which way up. The technically-inclined will get by this problem easily, whereas some of the less patient may be infuriated by it.

The book is an easy read, but wordy. Zinn has trouble getting to the point without convoluted discussions. In the process, the reader can learn a great deal about the history of bicycles, components, and some intricate though superfluous information. The downfall of course, is when you really wish he would get to the point and just explain how to replace that damn gear cable, instead of relating the complete history of the system. As a result, this book is relatively bare bones in appearance, all black and white with sketch diagrams, but a resource for roadside banter that goes beyond the basic tricks for road cyclists and enthusiasts.

My caution is that your bike components can be deceptively expensive, and nitpicky parts difficult to find. Before embarking on extensive maintenance quests, make sure you aren't better off trusting them to a trained (or untrained) professional. If a store mechanic blows something up on your bike, they should fix it free of charge (if they don't, you're at the wrong shop). If you screw it up, you've got one guess who's paying for that mistake: parts AND labour. But don't hesitate to become familiar with what you're paying for; your local bike store should appreciate that you have some knowledge. But remember: no one likes a know-it-all, unless it's Lennard Zinn.

Neil Goeller is an employed professional in Victoria.

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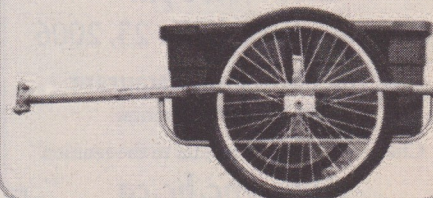
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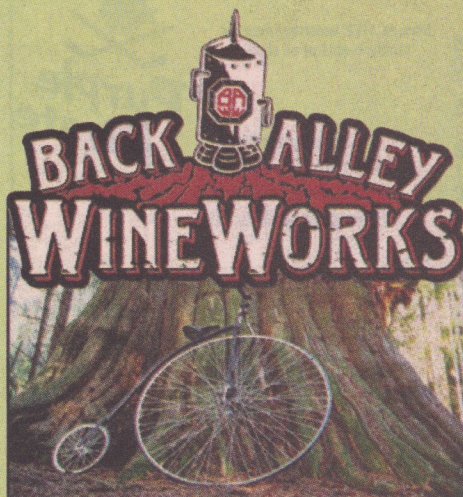
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Two giants — photo by Murray Miller, proprietor
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Progressive bike picnics

Jennifer Ward

PROGRESSIVE SUPPERS — going to the food instead of it coming to you — are one way to extend the adventure of eating beyond the kitchen table. The trend often involves a meal divided into courses, each of which is prepared and eaten at a different location. Progressive diners often use their cars to get from place to place, but with rising fuel prices, this may seem just about as healthy as TV dinners. By switching gears and riding the route on two wheels, maybe we can have our picnic and eat it too.

The concept is simple: just follow the food. Stuck in the city all summer? Do a different route every Saturday. Visiting Vancouver? Let this be your true tourist experience without exhaust and crowded SkyTrains. How many courses you eat and how far you go are both entirely up to you. The only necessary ingredient is creativity.

Vancouver is full of interesting eateries and most are accessible by cycling routes. It can be done on a tight budget or on your inheritance. Combine your favourite fuel-up spots or select from the list below to custom-make your own picnic. Try a breakfast-themed route one weekend and hop between restaurants for a three-course meal the next. Cycle between local grocers and put together a DIY picnic. Neighbourhood hop from Commercial to Kerrisdale, and Kitsilano to Main. Venture off your regular routes for Dim Sum in Chinatown, or lunch at the Carnegie Centre — open to the public for a

frugal feast that will support a good cause. Put together a dinner party linking friends' patios, and pick up a critical mass en route. Whatever you choose, get ready for an indulgence you won't feel guilty about in the morning!

You probably already have everything you need for progressive picnicking. It can be done on whatever you ride. A handlebar bag or panniers (saddle-bags) will give you the freedom to stash goodies you find along the way. Some other suggestions include: a funky folding

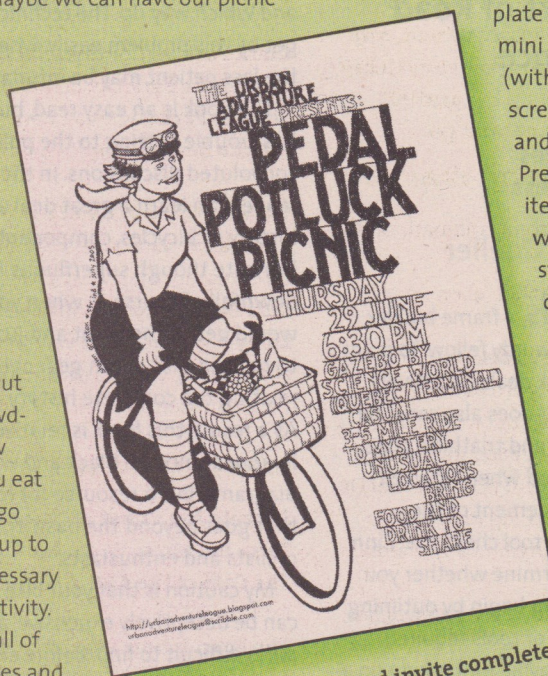
plate (available at MEC), a mini ice pack, a pocket-knife (with can-opener, corkscrew, and even a spoon and fork), and baby-wipes. Prepare complicated items ahead of time and wrap them in foil or stow them in plastic containers.

Progressive picnicking is about much more than just good food. The roving cyclist is sure to gain not excess pounds, but a new appreciation for food as fuel. Bike picnicking may also be a way of practicing the "slow food" movement in a very literal way — though I

never feel slow when I'm

on my bike! This purposefully drawn-out meal is a statement against the current pace of consumption. Grab a few friends (or a good read), a rolled-up blanket, a cycling route map, and an appetite, and get ready for the tastiest ride of the summer.

Jen Ward likes to live simply but somehow manages to justify owning three bikes. Her life's goal is to bring her three passions — travelling, biking, and beer — together as often as possible.



Make a fabulous flyer and invite complete strangers to picnic with you! This is Shawn Granton's Urban Adventure League Flyer
<http://urbanadventureleague.blogspot.com>



Peddaller's list of Vancouver picnic points

To get you started here's a list of great places to find sustenance, supplies and treats. Prepare everything in a basket or just hop on and off your bikes, grazing as you go.

grocery stores and markets

Union Market A Strathcona landmark, on the Union St. bike route.

Trout Lake Farmers' Market 9 am – 2 pm, Saturdays, May – Oct.

Farmers' Market at Riley Park 1 – 6:30 pm, Wednesdays, June – Oct. 30th Ave. & Ontario

Santa Barbara Market 1322 Commercial Dr.

Sweet Cherubim Natural Food Restaurant Award-winning samosas, 1105 Commercial Dr.

Meinhart's and neighbouring **Picnic** Overpriced things you can't find anywhere else, 3002 Granville St.

La Grotta Del Formaggio Great sandwiches, 1791 Commercial Dr.

Capers 2285 W. 4th Ave.

Max's Deli 3105 Oak St.

places to lay out a blanket

Clark Park on Commercial Dr. Great view.

Trout Lake Park On Victoria near 14th Ave.

Stanley Park If you can handle the tourists.

Jericho Beach Great for bunny-watching.

best breakfasts

The Naam Vancouver's famous 24-hour vegetarian eatery, 2724 W. 4th Ave.

Café Barney 2975 Granville St.

Libby's An out-of-the way treasure, 3249 Porter St., at Victoria Dr. and 18th Ave.

Carnegie Centre Main & Hastings.

lovely lunches

Slickety Jim's Chat n' Chew 2513 Main St.

Terra Breads 53 W. 5th Ave.

The Café at the ARC A culture-crawl find at 1701 Powell St.

The Foundation Vegetarian creations, 3201 Main St.

libations

Juicy Lucy's Happy Hour juices between 2 and 4 pm, 1420 Commercial Dr.

Our Town Café Great cinnamon buns and pannini, 245 E. Broadway.

Lugz Caters to the cycling crowd, 2525 Main St.

Yaletown Brewing Co. 1111 Mainland St.

Havana 1212 Commercial Dr.

Habit Lounge 2610 Main St.

sweet endings

Sweet Revenge Possibly the city's best desserts, 4160 Main St.

La Casa Gelato (for a whopping 218 flavours, 1033 Venables St., and right along the Union bike route)

Dutch Girl Chocolate (1002 Commercial Dr.)

Check out www.vancouverrestaurantguide.net or www.vancouveruserguide.com/bestof/restaurants.html for a more comprehensive list of places to picnic.



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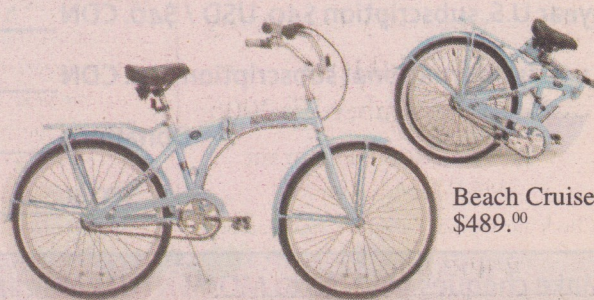
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FOOD



Wink Café 151 E. 8th Avenue, Vancouver

Naomi MacDougall

LATELY I HAVE been enjoying the newly developed community atmosphere on 8th Avenue between Main and Quebec.

Nestled in one of my favourite heritage buildings, the restaurant Wink has done much to cultivate this cozy little nook off Main Street with newly added colourful potted plants and perhaps the friendliest staff in all of Vancouver. I chronically eat out for lunch, but usually find it hard to find food I can relate to. Wink was to be my salvation.

The menu at Wink offers café-style vegetarian and vegan cuisine: pre-made sandwiches, salads, soups, and usually a hot lunch special. My new favourite place! It's half a block from my work, I love the sense of community, and I love healthy food. I eagerly sampled many items from their menu over a few lunches with blind anticipation. I found the specials to be wholesome and filling, but rarely ready for the lunch-time rush. The sandwiches were pretty good, the soups okay, but things went downhill for me from there. I tried their potato salad and a quesadilla, which I found inedible. I was frustrated because neither of those things should be that hard to make well, even if they are vegan or vegetarian.

Not to be deterred, I kept on going, but decided to be more selective in my ordering. I discovered a new favourite in the vegan tofu breakfast wrap, which is nicely grilled and served with a side of homemade salsa. I tried that a few times until I realized that it wasn't really that great either and was slipping into unappetizing saltiness. Defeated, I now rarely go to Wink, although I really want to and would eat there several times a week if the consistency of their food improved.

The bottom line is that even though I like the atmosphere and staff, the food just doesn't meet my expectations, and it isn't enough to keep me coming back. I haven't tried the dinner menu, which may be their focus. If you're in the area and want to try it out, I'd especially recommend the sandwiches, as they were consistently good, but to keep people coming back they will have to work at rounding out the quality of their menu.

Naomi MacDougall recently had her beautiful vintage white Raleigh stolen. If you see it around let her know.

Email naomimacd@gmail.com



COMING
TO GROUND
ROBIN WHEELER

On being dragged into community

I KEEP TELLING my friends I am a reclusive hermit, and they keep laughing their heads off. I do suppose that being surrounded by rabid gardeners does make it pretty difficult to separate myself back out of the matrix. What do you do with a gang of giddy folk who feel the world is abundant and that everything must be shared? Kick them out? Tell them to stay home? No matter how hard I try to be a grouchy loner, I keep spotting someone heading up my driveway with a suspicious bag under their arm.

The Sunshine Coast is still a pretty isolated area. When they unplug the ferry at night, we are all trapped here together, doing the best we can with the community we have. I'd say we do a damn good job. My home is in Roberts Creek, where many of the best lunatic garden nuts live, and I think we have reached a pinnacle of material and not-so-material wealth juggling. Tools, potato tubers, seeds, and canning jars make a jagged but tenacious path from home to home. Skills and knowledge float overtop of that in a hazy circle, dropping gently onto the unsuspecting when they really need it.

My cupboards contain Erin's jam and Alain's garlic. Janet's carrot salad is almost used up in my fridge. The woman who does my income tax threw in two free buckets of chicken manure. Harry, Adrian, and Judy have all donated apple trees. Val is going to teach me how to pressure can some halibut on the weekend and Robert is coming over to help me weed. How is a woman supposed to stay reclusive in a town like this? Arghhhhh! The horror! The horror!

And as my garden assets have bred themselves into insane abundance, I have been more and more able to begin throwing a few things of my own into the mix. Surely I can part with a few strawberry plants. And do I really need 57 raspberry bushes? I am slowly prying my worried fingers off of the little green assets and pushing them into the world. As I do so, to my surprise, some quantum type thing happens where it all multiplies and flings itself out one hundred fold.

Of course, I don't want this to soften me up. This sharing and caring stuff gets a bit heady on a hot day. You almost have to hide behind the curtains to keep from getting free stuff on you. Oh wait. I think that's Janet coming up the driveway with some beans. Gotta go.

From hermit to community member — a primer

1. Start at the beginning. Next time you wonder if you should lend that book to the new guy at work... well, you should.
2. Start at the back. Begin your giving with that senior down the street who won't remember who you are. The neighbour you are trying to impress can wait.
3. Practice is a very good thing.
4. Remember that if "war" is someone wanting all the power/oil/land for themselves, then "peace" must be the state of wanting others to share in what we have.
5. Remember that if everyone in your community had equal access to food and skills, there would be fewer bogeymen out in the night wanting your stuff.
6. Don't worry about running out of assets if you give them away. Some weird thing is going on out there. You will still have enough.
7. Don't forget that time is a shareable asset.
8. Ideas and emotional support are renewable resources and cannot be used up.
9. Remember that community begins exactly and precisely where you are sitting right now.
10. Receive from others happily and enthusiastically.

Try your new skills out on the Sunshine Coast. We're pretty receptive to this kind of thing. And when you're here, please smile gently at all those folks you are passing on the street — they might be my lovely buddies (check for the bags under the arms!).

Robin Wheeler has a small plant nursery in Roberts Creek, B.C. See her website for previous articles: www.ediblelandscapes.ca

Tips for visiting the Sunshine Coast

We just love out-of-town company here on the Sunshine Coast, right up to about the 87th one. Then we might get a bit cranky. Our guests could make our lives easier by observing the following suggestions:

- Some homes you stay at may have shallow wells and other water issues. Check with your host before assuming you can shower every day or do laundry at will. Some of us even take our own clothes to the Laundromat when the well gets low. Be aware, ask questions, and shower before you get here. By the way, this is a good awareness to live with. Water actually can just run out!
- Although inconceivable to some city dwellers, some of us "coasters" have to make special trips to collect our weekly drinking water. Fill up your water bottle while you are out on day trips instead of assuming your host wants to "water" one more thirsty being.
- If you can fit one on your bike, bring a sleeping bag along. Hosts get tired of washing bedding every time the revolving door swings around. And it takes up precious well water too!
- You are another mouth in a busy summer. Offer to bring food and help with meals and you will become immensely popular. I just know this. I also know that inviting your host out for a meal will move you up to the "A" list. Quickly.
- And if you have a bunch of weird food allergies, please help us out by either warning us early, or bringing your own special foods.
- We have busy lives that run all through summer and we can't stop and play with you all the time! Please love us anyway. Mop our brows. Peel us a grape. Thank you.
- As my own precious friends know, helping with daily drudgery is another fabulous way to get popular. We get really tired of those quaint chores like splitting wood and picking peas. We love your help.

Gateway Project threatens farmers

Nikolas Cuff

THE GATEWAY PROJECT is much more than the twinning of the Port Mann Bridge and the expansion of the freeway. The primary purpose of the massive road, bridge, and port expansion scheme is to move goods mainly from Asia through ports in Vancouver and Delta. In addition, due to this project, approximately 450 hectares or 1,100 acres of land are under threat of removal from the Agricultural Land Reserve (ALR) at the mouth of the Fraser River in Delta. This land is slated instead for industrial use related to the proposed Roberts Bank Port expansion.

The Project's proposed construction of North and South Perimeter Roads is to facilitate a projected 56 per cent increase in truck traffic in the Greater Vancouver area by 2021. However, in order to construct the South Perimeter Road, it will be necessary to remove a total of 84.2 hectares or 208 acres of land from the ALR.

If the Gateway Project goes ahead, there will be even more pressure from municipal councils, developers, and speculators to use farmland in the Fraser Valley for urban expansion. Costs for farmland have already risen dramatically, causing difficulties for farmers. "The value of farmland in the Lower Mainland has tripled since discussions began around removing large parcels of ALR land ... It's almost like bargain basement shopping. Everybody's taking a run on the farmland," said Councillor Harold Steves in a recent article in the *Richmond Review*.

In another recent article in the *Vancouver Sun*, the Real Estate Investment Network (REIN) predicted that land values in Maple Ridge and Pitt Meadows will jump as much as 20 per cent as a direct result of Gateway. REIN president

Don Campbell also said that real estate values in North Langley-Abbotsford, Port Moody-Coquitlam, Surrey-Delta, areas of Richmond and Vancouver, and even Chilliwack and Mission should also see increases in real estate values from 10 to 20 per cent as new transportation routes are built.

"... It's almost like bargain basement shopping. Everybody's taking a run on the farmland"

— Councillor Harold Steves

It seems that getting land out of the ALR is not as difficult as one might think. The Agricultural Land Commission is the governing body that is supposed to safeguard farmland. What is particularly frightening is the questionable qualifications of some of the commissioners appointed to the six regional panels in B.C. The three commissioners for the Fraser Valley are supposed to be at arm's length from the Cabinet. Two of the last three commissioners just recently finishing their term could hardly be considered champions

for saving farmland. One, Peter Dhillon, had his Richmond family farm successfully removed from the ALR before becoming a commissioner. The other recent ex-commissioner, Walter Dyck, stated at the Fraser Valley Development Institute Conference last year, "Faced with industrial and urban pressures ... about 85 per cent of the applications to the commission asking to exclude land out of the Agriculture Land Reserve are being approved."

ALR removals for Gateway transportation corridors through the best farmland in Canada is the beginning of the industrialization of the Fraser Valley, with further plans for intermodal yards, land for container storage, and transportation related industries. The ALR is being used as a land bank for government projects and urban expansion.

Unless the ALR is firmly established as sacrosanct and is diligently protected by commissioners who truly carry out their mandate to protect farmland, the Gateway Project and related developments will destroy the prospect of farming in the Fraser Valley.

In order to protect farming, ALR boundaries must be set in stone through new provincial and municipal legislation. The ALR existed for over 30 years – time enough to correct any boundary mistakes. It's time to lock the ALR down.

Nick Cuff is a printer who has created mailing pieces and other work for the environmental movement since the 1980s. He currently works for the Western Canada Wilderness Committee.



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A "Slow Boat" Movement

KYOTO RANGERS PREPARE FOR AN OIL-CONSTRAINED FUTURE

Tara Irwin

TOM FORTHINGTONS' LATEST

initiative is anything but conventional, and takes living a self-propelled lifestyle to a whole new level. Inspired by writings on bioregionalism and a growing awareness of dwindling oil resources he has launched what may be North America's first human powered kayak delivery service. As described on their website, the Kyoto Rangers are an "elite group of ocean kayakers and kite pilots who use wind and water currents to transport goods and communications". Based in Tofino, the Rangers offer same day, next day or same week service; all weather-dependent of course.

Forthingtons reports varied community response to the Kyoto Rangers initiative: from people thinking it is fully ridiculous to fully supporting it. However, it is not only support that Forthingtons is seeking. Beyond hoping to eventually stimulate business, Forthingtons is focused on getting people thinking and talking about ideas such as bioregionalism and peak oil.

Bioregionalism is sometimes described as "living in place" and essentially means generating a greater awareness of local culture, ecology and economy. This philosophy is apparent in Forthingtons' chosen method of payment for the cargo delivery service. The Kyoto Rangers won't be equipped with a wireless Visa system, nor will they be accepting cash or cheque. Instead, payment will be calculated in pounds of wild pacific salmon, and the website assures that "Vegan/Buddhist options or barter for goods will be considered". The amount of salmon requested for barter depends both on the distance (broken into three zones) and timeline of the desired cargo delivery.

Wild salmon have been central to the way of life on the coast longer than either contemporary currency systems or our dependency on oil for transport. Forthingtons proposes that this initiative is one way of refocussing, both on this history and the culture. The salmon-based barter system also incorporates an element of supporting local food systems and promoting a more intentional way of eating; one that minimizes the costs and damage of transporting food.

These ideas seem to parallel those that embody the slow food movement, which is



Get out your salmon! Tom Forthingtons is ready to deliver the goods in that wee, slow boat.

characterized by local "rootedness", decentralization, and protecting traditional foods. Forthingtons jokingly discusses the potential for the kayak delivery systems becoming the new slow food movement or rather the "slow boat movement". He recognizes that humans will "always trade and move things around" but that there is a very present need to start making changes in the ways that we do this. He doesn't hesitate to discuss the idea that we are running out of oil.

Peak oil theory states that at the point where world oil production peaks and begins to decline oil will become increasingly more expensive. This means the cost, not to mention the ease, of transporting goods will inevitably begin to rise. While many discussions that surround decreasing oil supplies tend to be depressing at best, Forthingtons stresses the need to address these issues in a positive way. Inherent in this initiative is the call to start responding with action-based initiatives as opposed to "waiting for alternatives".

Forthingtons points out that adopting alternative modes of transport (and transportation) doesn't have to be a sacrifice and that rather we can start looking to "scale back in ways that are fun". Above all else Forthingtons sees kayaking as a healthy and enjoyable means of reducing dependency on the automobile as our primary method of transporting goods.

Overall, it appears that the "slow boat" movement just might be gaining momen-

tum. Currently local businesses such as Small Potatoes Urban Delivery (SPUD) are using bicycles to make a portion of deliveries and independent grocery delivery services on bike are emerging in urban centers across North America. Bikes at Work, a service based in Ames, Iowa moves everything from furniture to newspapers and report they have delivered over a million pounds of cargo since the beginning in 1991.

The future of the Kyoto Rangers is unclear, but it likely won't be a full time job for the Rangers crew anytime soon. In the meantime Forthingtons encourages others to develop similar people-powered cargo delivery systems and eventually hopes to see a network of self-propelled delivery systems. Ultimately, he predicts "we will find the only thing we can rely on is ourselves and the technologies that have stood the test of time - bicycles and boats".

www.differentsound.net/kyotorangers/index.html

www.spud.ca

www.bikesatwork.com

Tara is a spare time freelance writer, recently relocated from Edmonton. She is currently working for an environmental organization, getting to know Vancouver and cycling - a lot!



Urban Style



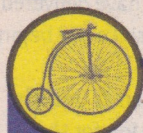
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CORRUGATED

Fil Krykorka

WE DIDN'T BIKE from Vancouver to Moscow. We had no intention of pedalling from Whitehorse to Tierra del Fuego, or of self-propelling ourselves to Iceland. My girlfriend and I merely wanted to bike around the Czech Republic and down the Spanish coast. However, the destruction and theft we encountered when transporting our bikes dampened the pleasures.

When taking a bike on an airplane, airlines advise that "bike pedals must be removed, handlebars must be fixed sideways, and the bike must be contained in a protective box or bag." In the April/May 2006 issue of *MOMENTUM*, Hoopdriver explained in detail how to do this. It seemed like a good idea until we saw what came out of the Special Baggage room at the other end. In our experience, a crisp, well-labelled, sealed, wrapped, taped, and reinforced cardboard box can be reduced to double-corrugated pulp in a single 10-hour flight.

PRG, Prague Intl. Airport

The boxes were nowhere to be seen. A British Airways official assured us they were safely in London Stanstead (sounds like Standstill!) and we would be getting them soon. When they arrived three days later, they looked like they had been stuck under the conveyor belt. Despite some superficial damage, after a few spoke and brake lever adjustments and a few greasy curses, we were on our way.

Spain

Ahh, the open road: crack the map, find the small roads, uncork the €1.50 wine (you can get down to €0.39 per litre, if you dare), and take in the almond groves, olive trees, and nudist

beaches. Enjoy your bike box-free days while you can, because the return journey looms.

XRY, Jerez de la Frontera Intl. Airport, Southern Spain

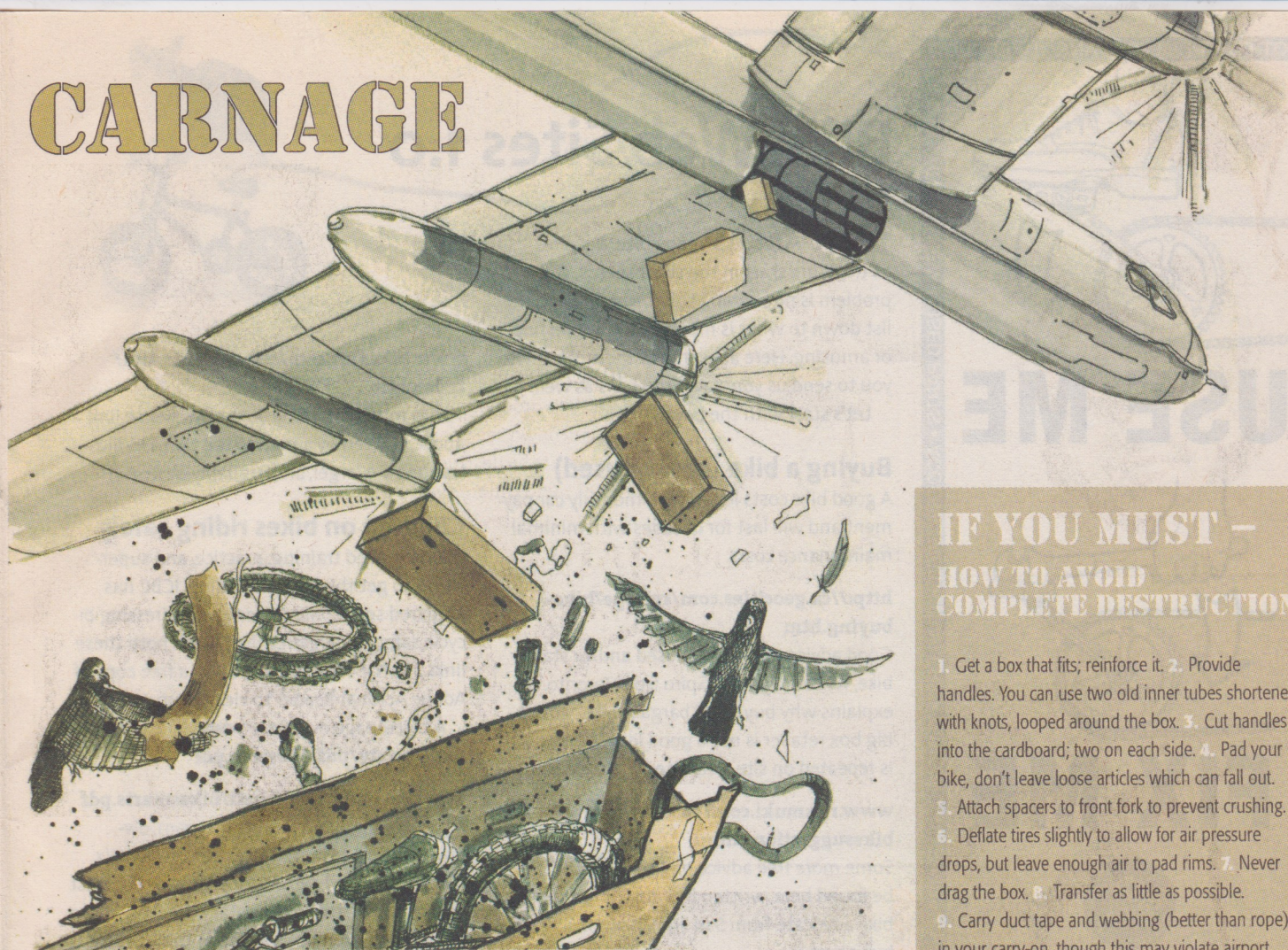
Stem and pedals off. Partially deflate tires. Pad all vulnerable bike parts with your smelly sleeping bag and greasy panniers. Stuff it all in there, then tape, rope, and label. After tremendous effort – far greater than the steepest serpentine ascent – you are ready to check in. My girlfriend flew out right away, and I was looking forward to a night's sleep on those soft airport seats. Unfortunately for me, the airport closed at 10:30 pm, leaving me and my bike box out on the street. I took the last bus into town, but no hostels were in sight. With the 32 kg box there was no chance of me walking more than 15 metres per hour. The town was cold and unfriendly, and my thoughts were elsewhere. Unfortunately, I wasn't alone: a Slovakian pedophile, who was on his way to see his Moroccan child-bride, talked to me until four, then went to sleep in the entrance of a bank.

After a hellish night of listening to tales of child prostitutes and dancing to stay warm in front of the Jerez bus station, I was eager to get on a plane. At the airport a security simpleton sliced my bike box open and asked me to unwrap the painstakingly padded parts. He must have missed my Bikes Not Bombs flag. Despite my protest, he taped the box up with little green Seguridad stickers – ones you might find in a box of cereal. Que barbaridad!

HHN, Frankfurt-Hahn Airport

I didn't even recognize the box. It was open and the acidic German drizzle had reduced it to pulp. I

CARNAGE



used my nine hours at the airport to search for tape – klebeband in German – or some other way of putting it back together. The Guest Services Lady offered 20 cm of Scotch tape when I needed 20 metres of duct tape. I ended up having to go through my gear to look for rope and webbing, using shoelaces, backpack strings, and a belt to close the wounds. I was the centre of attention at the sleepy airport, and no doubt the cause of all kinds of terror alerts.

Next, the bastard fit neither through the sliding doors nor into the airport bus to take me to the bus station. The driver had to unload all the other bags, set them in the rain (while unleashing combinations of scheisse and dumkopf), and slide the bike box in diagonally, further mangling the bastard. Then, he wanted to charge me an extra six euro baggage fee, which I didn't have. I was sweating heavily and must have looked dangerous, because a British woman quickly handed me the money, perhaps hoping to avoid violence.

The next sleepless night was spent shivering on the German-Czech border. The young

German officer was enjoying his 2 am shift very much. As he examined the mass of cold, humiliated individuals, scrutinizing our passports and haircuts, he took his time and didn't bother to hide his smile. The bike box remained on the bus: instead of opening it up, they decided that strip-searching an American girl would be more fun.

YVR, Vancouver International Airport

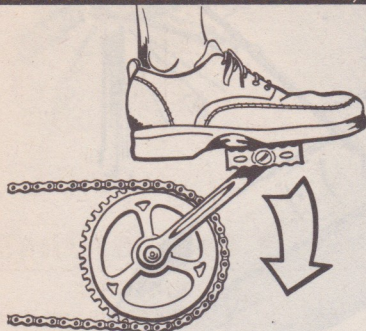
When I fly, the in-flight alcohol flows. It's a rule I follow in order to decrease the price of the ticket. However, no amount of cabernet sauvignon in cute little bottles could prepare me for what I saw next. A T-shirt. My left cycling shoe. Shredded tape and string preceded the butchered bike box on the Special Baggage rack. Fellow passengers were sighing in sympathy. When I saw it, I shuddered: there was a gaping hole in its side, creases all around, and what looked like footprints and tire track decorations. Was this some baggage handler joke? Did the boys at London 'Standstill' decide to show off their talent? Or was it just the end of the road for this piece

IF YOU MUST – HOW TO AVOID COMPLETE DESTRUCTION

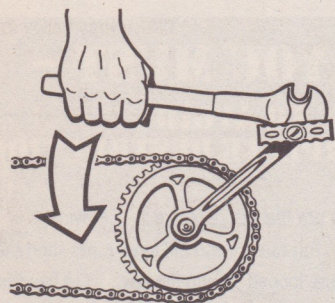
1. Get a box that fits; reinforce it.
2. Provide handles. You can use two old inner tubes shortened with knots, looped around the box.
3. Cut handles into the cardboard; two on each side.
4. Pad your bike, don't leave loose articles which can fall out.
5. Attach spacers to front fork to prevent crushing.
6. Deflate tires slightly to allow for air pressure drops, but leave enough air to pad rims.
7. Never drag the box.
8. Transfer as little as possible.
9. Carry duct tape and webbing (better than rope) in your carry-on, though this may violate airport security regulations.
10. Be aware of transportation limitations: buses require ample warning and extra payment; International trains in Europe won't even touch bike boxes.
11. If you are departing from a different spot, make sure there is a bike shop willing to give or sell you a bike box at the other end, and allow ample time to pack up.
12. Consider buying a cheap local bike once you arrive (I met a Swede who biked to Morocco on a €100. bike).
13. Remember: Biking is supposed to be fun!

of cardboard? Later, I found that most of the contents had been pillaged. A bunch of baggage boys somewhere are walking around in babuchas – hand-stitched Moroccan slippers. I'd rather not know what they're doing with my dirty socks and underwear. Except for a few new wobbles and creaks, though, my bike is fine. As I ride around town, I ponder how strange it is to fly across oceans to bike.

Fil Kryorka is still looking for his underwear. He now bikes locally and can be reached at bikevolution@telus.net.



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Bike Web Sites 1.0

Terry Lowe

THERE ARE AS many bike websites as there are stars in the sky, it seems. The problem is not finding them, but filtering the list down to what is most useful, interesting, or amusing. Here are some of them. We invite you to send us your favourite links as well!

Let's start with the basics:

Buying a bike (new or used)

A good bike costs less than a monthly car payment and will last for decades with minimal maintenance costs.

<http://ca.geocities.com/spirope/bike-buying.htm>

Good advice on buying a used and/or starter bike, written by Peter Spiro from Toronto. He explains why buying a "bargain bike" from a big box retailer is not a good idea, a point that is repeated on site after site.

www.runmuki.com/commute/bikesuggestions.html

Some more free advice on the same topic can be found here, written by Paul Dorn, a tireless bike advocate from San Francisco. He advises buying new.

My own \$0.02 worth: If you have the money, buy new from a local bike store. If your budget is modest, buy a reconditioned used bike from a bike shop.

Buying a child's bike

www.ibike.org/education/buying.htm

ibike.org has useful information about bikes, kid's bikes, and riding in general. The recommendations about buying a bike for a child are the same as buying one for yourself: quality counts, and if you can't afford the specialized bike store, then look for a good used bike. The two things you want most in a child's bike are good brakes (coaster brakes for small children), and a chain guard to keep shoelaces and pant legs away from the chain. ibike.org also has many additional great links.

Riding safely

www.bikesense.bc.ca/manual.htm

This is a full manual created by the Greater Victoria Cycling Coalition that tells you what you need to know about riding safely in city traffic. Please pay attention to Chapter Four (cycling and traffic skills).



www.bikexpert.com/streetsmarts/usa/index.htm

This is much the same as the BikeSense link above, written by a man in the USA. His illustrations are larger, and arguably better.

Children on bikes riding safely

Children need training, practice, and supervision to get them up and riding. ICBC has prepared some online manuals addressing bicycle safety for children. Note that both these links are PDF files, so you'll need a free copy of Adobe Acrobat Reader to view them.

A three-page overview: www.icbc.com/road_safety/pdf/LP67web.pdf

www.icbc.com/youth/pdf/bikesmarts.pdf

A 51-page manual/training program, divided into six sessions. Note that Session Six requires on-road certified instructors. For a list of certified instructors, contact the B.C. Cycling Coalition at www.bccc.bc.ca or the Canadian Cycling Association at: www.canadian-cycling.com/English/programs/canbike/canintro.htm ICBC and Autoplan insurance brokers also offer the Way To Go program to teach school children about "safer, healthier travel alternatives," which of course, includes bikes. <http://waytogo.icbc.bc.ca/brochure/index.html>

www.safety-council.org/info/child/bicycle.htm

This site from the Canada Safety Council is a little scary, with too much emphasis on dreadful injuries. They do have a good bike safety quiz. So please get that child a helmet, too.

Routes & maps

www.bikingbis.com/blog/_WebPages/BCBikeMapsFree.html

A good listing of all free B.C. bike maps, plus some you have to pay for.

www.city.vancouver.bc.ca/engsvcs/transport/cycling/routes.htm

A map of Vancouver bike routes. The little paper fold-up version shown at the bottom of the page is really handy – I have one in my pocket whenever I'm out.

www.bikely.com

Lets people use Google maps to plot favorite bike routes and share them with others.

www.weatheroffice.ec.gc.ca

Over time, bike riders develop a sixth sense attuned to the weather. To confirm your intuitions, you can check the weather office site.

Advocacy and Activism

<http://best.bc.ca/>

BEST (Better Environmentally Sound Transportation): "Since 1991, BEST has been offering innovative programs to reduce greenhouse gas emissions and climate change, and to inform people about the environmental, health, and community issues surrounding transportation. Our programs encourage and motivate people to cycle, walk, carpool, and use public transit more often."

www.vacc.bc.ca

The Vancouver Area Cycling Coalition is on a mission to "make cycling an integral part of the transportation culture of the Lower Mainland." They do so much work that I think they should be considered an unpaid committee attached to at least eight regional city councils.

www.pedalpower.org

PEDAL stands for Pedal Energy Development Alternatives. This is a Vancouver organization that does far more than just promote bikes, although they do that too. They are also active in community development, overseas projects, and initiating small local businesses that go on to become self-sufficient.

www.vtpi.org/documents/walking.php

The Victoria Transport Policy Institute examines all forms of transport, and suggests ways in which they could be improved. There are a great many scholarly and well-researched articles to be found here. The URL above has "walking" in the address, but it concerns both walking and cycling. Their articles are all very well written, and are ideal for your own advocacy efforts.

www.loveyourbike.org

A charming site from England, full of details of why and how bike riding is good for you and fun, too. [Plus a silly, saucy video! —Ed.]

www.bikeforest.com

From Waterloo, Ontario, The Bicycle Forest build and rent bikes, and have a link to BikeCAD software, used for designing frames. If

nothing else, you must look at Couchbike (in the Projects menu).

Curiosities and diversions

www.velorution.biz

An attractive and informative site from a bike shop in London, England. Unlike most vendors' sites, the first thing you see is their list of events and tours. Includes a catalogue of second hand bikes for sale.

www.fearlessgearless.com

A local blog dedicated to all things fixie, and many other things that aren't. Great fun to read, and cool photo galleries.

www.fixedgeargallery.com

A huge photo gallery. Thousands of photos of fixies, from all around the world.

www.bikewebsite.com

A "Free Online InfoMart," assembled and written by Jeff Napier of Fairfax, CA. Much info on buying, fixing, and enjoying bikes. Includes the interesting "25 Ways to Make Money with Bicycles."

www.jimlangleynet

Jim Langley, Bicycle Aficionado — another lifelong bike nut, with 17 years experience as a mechanic ("If I can't fix it, it's not broken") and advocate. There's a lot of content here, including some nice galleries.

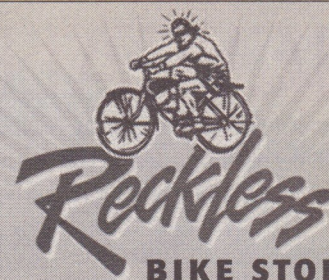
www.hetblijefietsenplan.nl

The home of the "Happy Bicycle Plan." Begun by a psychologist in Rotterdam, this site encourages people to decorate their bikes, in the belief that this will make other people happy, which in turn will make you happy. Judging from the huge number of photos, it looks like many other people believe this too. Note: text is all in Dutch. Click on "fotoalbum" to see the pictures.

People

<http://bikechina.com/ct-heinzstucke1z.html>

(Note: the character between "stucke" and "z.html" is a number one, not a lowercase letter L.) Here we meet the remarkable Heinz Stucke, possibly the most self-propelled man on earth. In 1960, he went for a little ride on his trusty German three-speed to see what he could see — 46 years later, he's still going. To date Stucke has cycled 545,000 kilometres and seen 193 countries.



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gov@reckless.ca

VANCOUVER

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fir@reckless.ca

721 Yates Street

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yates@reckless.ca

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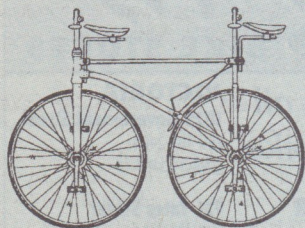


www.rosekeith.bc.ca

1500 - 1030 W. Georgia, Vancouver, BC V6E 2Y3

BICYCALENDAR

List your self-propelled or cycling-related event listed in an upcoming issue of MOMENTUM.
Send the details (formatted as you see here) to self-propelled@telus.net or call 604-669-9850.
Priority is given to free or inexpensive community events.



ONGOING MEETINGS, RIDES & EVENTS

(ESCAPE VELOCITY) SISU WORLD TUESDAY NIGHT CHAMPIONSHIPS, VANCOUVER

Every "dry" Tuesday this summer
Sign-on: 6:00 pm Racing starts at 6:30 pm
This is the friendliest, most competitive, and best attended weekly road racing series in western Canada. Racing takes place at UBC's Thunderbird Stadium from May until August. All racers are required to hold a valid CyclingBC license. Cost: \$5.
Info: www.escapevelocity.bc.ca

VANCOUVER BICYCLE CLUB PIE RIDES

Wednesdays at 5:30 pm
Meet: EVERY Wednesday at 5:30 PM at Canada Place (west side). Route: Around Stanley Park, over to Canada Place, across to Kits, and out around UBC (if desired). Afterwards, we usually go for a bite at Calhoun's on West Broadway. Distance: About 20 to 50 km, depending on how far you ride. Pace: Multi-paced - please wait at pre-determined spots for others. For more info, contact Henry at hulbert@vcn.bc.ca

TUESDAY NIGHT TIME TRIALS, SIDNEY

Tuesday nights, May 2 to August 29
sign-on at 6:30 pm, racing at 7:00 pm.
At Cy Hampson Park in North Saanich on Lochside Drive between McTavish Road and Amity Drive. 18-km time trial; riders start at one-minute intervals and race by themselves against the clock. Categories by age/gender. \$2/race. Free under 20. Racers must be insured via Cycling BC (\$32/year; \$27 under 20). More info: www.sidneyvelo.ca

NORTH SHORE HIKERS, VANCOUVER

Wednesdays and Weekends
The North Shore Hikers do several trips and destinations each weekend, from a few hours to all day. Snowshoeing, hiking, cycling and back country ski trips all winter. In summer more hikes and bike trips, plus backpacking. Non-members are welcome to try out a trip. For more information, email membership-secretary@northshorehikers.org or visit www.northshorehikers.org.

MEC BIKE MAINTENANCE WORKSHOPS VANCOUVER

Thursdays 7:00 pm - 8:30 pm
Saturdays 9:00 am - 10:30 am
Come to MEC Vancouver at 130 West Broadway for a FREE bike maintenance workshop. Learn the basics of repair, up-keep and bike health. Spaces are limited so please e-mail Matthew: mstruthers@mec.ca or call 604-872-7858 to register.

VANCOUVER BICYCLE CLUB MORNING TRAIL RIDES (MTB)

Every Saturday at 9:45 am
Meet at Coffee Shop at 6th and Arbutus. Participants will usually go to the UBC Endowment Lands or Stanley Park. Trails are mostly non-technical and consist of gravel paths and the occasional single track. Sometimes the ride will have another destination. Check the email forum or the hotline. Usually this ride will take a couple of hours. Pace: Leisure or Medium, depending on the participants mood. Contact: Markf@vbc

VANCOUVER BICYCLE CLUB SATURDAY LEISURE RIDES

Saturdays from 10 am - 1:30 pm
Meet by the coffee shop at 6th and Arbutus. Weekly leisure ride. We'll average 15-20km per hour following bike routes around Vancouver, going to Iona Island or crossing to the North Shore. The ride will go 30-50 km with a coffee break somewhere in the middle. IF THERE IS A POSTED SATURDAY LEISURE RIDE THIS RIDE WILL BE CANCELLED FOR THAT WEEK ONLY.
Contact Richard at: wardric@vcn.bc.ca

ESCAPE VELOCITY SATURDAY RIDES, VANCOUVER

Saturdays at 9:00 am
Meet at Calhoun's, 3035 West Broadway. Route is about 80km around Richmond via UBC and the pace is an easy spin (3 hrs). Info, see www.escapevelocity.bc.ca

SURREY TREKKERS WALKING CLUB

Sat & Sunday and Holidays. In summer also every Thursday evening at 6:30 pm
We are a walking club that has walks for adults of all ages. Whether you walk 5kms or 10kms, slow or fast, we invite you to join us on the trails for Fun, Fitness and Friendship. Info. Peggy 604-590-3975
www.members.shaw.ca/trekkers053

TEAM FISH CLUB RIDES (OFF-ROAD), VICTORIA

Sundays all year 9:00 am - 4:00 pm
A Cycling BC affiliated club for young people aged 11-16 yrs of age. Our thing is group road-trips with an eye to fitness and correct technique, as well as sessions on maintenance, equipment, etc. Lots of fun! Annual membership fee applies, further fees based on participation. Highly experienced, equipped staff on all rides. Contact: alexjef-thas@hotmail.com or 250-885-5305

VACC SURREY CHAPTER MONTHLY MEETING, SURREY

First Tuesday of every month, 7:00 pm
Newton Seniors' Centre, 13775 - 70th Avenue, Surrey. Everyone with an interest in cycling in or around Surrey is welcome! (Bicycle route & signage planning meeting for Surrey south/north Tuesday, April 4th). For information visit www.vacc.bc.ca/surrey or email surrey@vacc.bc.ca

SOUTH ISLAND MTN BIKE SOCIETY BOARD MEETING, VICTORIA

First Tuesday of every month 7:00 pm sharp
Victoria Police Station 850 Caledonia Ave. Everyone welcome. Visit www.simbs.com or e-mail info@simbs.com

VACC TRI CITIES COMMITTEE, COQUITLAM

First Wednesday of the month (Sept-June) at 7:00 p.m.
If you ride your bike in Coquitlam, Port Coquitlam or Port Moody, come meet and work with other cyclists to improve cycling facilities in the Tri Cities. Your active participation can make a real difference. New participants are always welcome. We meet at Coquitlam Public Library - Town Centre Branch. Contact John Seinen at 604-469-0361 jseinen@shaw.ca www.vacc.bc.ca/tricities

BASIC BIKE REPAIR WORKSHOP, VANCOUVER

First Thursday of every month from 6:30 pm - 9:30 pm
Offered by PEDAL (Pedal Energy Development Alternatives). The course covers drivetrain maintenance, brake and gear adjustment and flat tire repair. Courses are held at Our Community Bikes, and the cost is \$40 plus tax. For more info or to register, phone 604-879-2453 or visit www.pedalpower.org

SOUTH ISLAND MTN BIKE SOCIETY INTRODUCTORY RIDE, VICTORIA

First Sunday of every month
Meet at 9:30 am, ride at 10 am
Meet at Hartland parking lot. Beginner to Intermediate. Learn skills and/or be guided around the park. Visit www.simbs.com or e-mail info@simbs.com

PEDAL REVOLUTIONARY RADIO SHOW

Every other Thursday (Aug. 3, 17, 31 Sept. 14, 28) from 5:00 pm - 6:00 pm on CTR 101.9 FM
Broadcasting bike fashion tips, bike poetry, great bike music you have never heard before, bike NEWS, traffic, repair tips, politics, local bike events, parties and all the bike culture you can fit into a one hour college radio time slot. For more info, see www.bikesexual.org or www.citr.ca

MIDNIGHT MASS RIDES, VANCOUVER

Second and fourth Thursday of each month
Meet at 11:45 pm ride leaves at midnight
Meet at Grandview Park (Charles St. @

Commercial Drive, across from Havana and Turks) The Vancouver Midnight Mass is a group of cycle-loving maniacs who gather for a midnight bike ride. For more info see www.midnight-mass.blogspot.com or contact midnightsimon@gmail.com

MYSTERY RIDES, VICTORIA

Second Friday of every month at 10:00 pm
Meet at Centennial Square. A fun, late-night ride. Be prepared for adventure.

MARGARET CHARLES CHOPPER COLLECTIVE RIDE, VANCOUVER

Second Friday of every month at 6:30 pm
Vancouver's freak art bike collective invites you to take a ride with this post apocalyptic gang of delimitation riders. Meet at the Science World Gazebo, located at 1455 Quebec Street. For more info, visit www.mcthree.ca

DIRTYGIRLBIKECLUB, VICTORIA

Second Saturday of every month 10:00 am
Meet at Hartland parking lot, Carmel and Michelle R. hosting. For more info, see www.dirtygirlbikeclub.ca

SOUTH ISLAND MTN BIKE SOCIETY WOMEN'S RIDE, VICTORIA

Second Sunday of every month, 9:45am
Meet at Hartland parking lot.
Beginner to Intermediate. All ages of riders are encouraged to join in. Hosted by women for women. Visit www.simbs.com or e-mail info@simbs.com

VANCOUVER BICYCLE ADVISORY COMMITTEE MEETINGS

Third Wednesday of each month at 5:30 pm
The Vancouver Bicycle Advisory Committee meets in the Strathcona Room at City Hall to address cycling-related issues in the city of Vancouver and advises City Council on those issues. Guests are welcome, but if you'd like to speak to the committee, please contact Nicole Ludwig in advance at 604-871-6399 or nicole.ludwig@vancouver.ca. For more info, see www.vancouver.ca/cityclerk/civicagencies/bicycle/index

SORCE TRAILDAYS, SURREY

Third Sunday of every month
Help build the trails and stunts you enjoy riding. We're looking for trials riders to help with designing a technical skills area at the bike park. The trail days run rain or shine. For more info, see www.sorce.gotdns.com/trails_work.html

SOUTH ISLAND MTN BIKE SOCIETY TRAIL MAINTENANCE, VICTORIA

Third Sunday of every month
Bring boots and appropriate work wear for the weather! SIMBS provides lunches. Meet at 8:45 Hartland parking lot. To be included for lunch, Contact Russ Campbell at trails@simbs.com

VANCOUVER AREA CYCLING COALITION VANCOUVER/UBC COMMITTEE MEETINGS

Fourth Wednesday of every month, 6:30 pm - 8:30 pm
The Vancouver Area Cycling Coalition advocates and works toward making cycling an integral part of the transportation culture.

...continued on next page

If you have an issue to discuss or input to offer, please join us. Meet at the Firehall Branch of the Vancouver Public Library, located at 1455 W. 10th Ave. For more info, email vancouver@vacc.bc.ca.

CRITICAL MASS, VANCOUVER

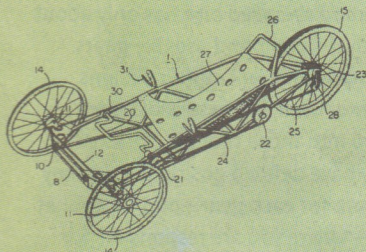
Last Friday of every month at 5:00 pm
Critical Mass is grassroots reclamation of public space. You are invited to enjoy the safety and comfort in the car-free space that we create by simply riding together! Meet between 5:00 pm and 5:30 pm on the Georgia Street side of the Vancouver Art Gallery. For more info, see www.bikesexual.org or www.velolive.bc.ca

COUNTRYSIDE CRITICAL MASS, ROBERTS CREEK, SUNSHINE COAST

Last Friday of every month – Aug 25, Sept 29
5:00 pm assembly at the school, ride leaves at 5:30 pm. Join us for the newest Critical Mass Ride, make it 100 riders in August. An easy 3-5km, suitable for all ages. Contact: Martin Prestage 604-837-5943 www.upthecreek.ca/news.htm

DIRTYGIRLBIKECLUB, VICTORIA

Fourth Sunday of every month at 11:00 am
Meet at Hartland parking lot, Allyn and Christine hosting. For more info, see www.dirtygirlbikeclub.ca



AUGUST

SFU BIKE TOOL CO-OP

OFFICIALLY OPEN! BURNABY MTN

Open Mon-Fri, 10:30 am – 4:30 pm
SFPIRG meeting room (TC 319). Two floors above central bus-loop. The Simon Fraser Public Interest Research Group (www.sfpirg.ca) proudly presents a newly created SFU bike-tool coop! The workshop and tools are open for all to use, whether you are an SFU student or not. For more information, after hours access or to get involved in the coop, contact bike@sfpirg.ca or 604-291-4360.

10TH ANNUAL DEAD BABY DOWNHILL, SEATTLE, WA

Friday, August 4, Registration 5 – 6:45 pm
Race at 7 pm sharp! Start at The Church of Bicycle Jesus 4341 15th Ave. South. Info: www.deadbabybikes.org

GVCC HOSTS 'MAGICAL' HISTORICAL SITES TOUR, VICTORIA

Sunday, August 6 at 10:00 am
Back by popular demand, enjoy a bicycle ride led by a local historian for a spellbinding look at Victoria's past as seen on two wheels in a 20 km ride. Meet at the GVCC office (#12 Centennial Square) at 10 a.m.

2006 VANCOUVER SKATEPARK COALITION AGM

Saturday, August 12, 2006, 7:00 pm
Antisocial, 2425 Main Street
VSPC members only are permitted to vote at the AGM so pick up a membership for \$2 at Antisocial beforehand or get one on the night of the AGM. If you are positive and motivated and you LOVE skateboarding and want to make a difference in your community, come out to the VSPC AGM.

RONA MS BIKE TOUR

August 13.
Cycle a 30 or 60 km route – then enjoy the best BBQ of the summer. Start/finish at Science World. Registration fee \$20 – and minimum pledges of \$100. Register today at www.ms biketours.com or 1-800-268-7582.

SLOW FOOD CYCLE SUNDAY, PEMBERTON

Sunday, August 20 2006 10:00 am-5:00 pm
(100km north of Vancouver on Hwy 99)
Pedal your way back to the land. A 50km self-guided bike tour of the Penderbenton Valley, to meet local growers (seed potatoes, organics, natural beef, locally roasted coffee) and sample fresh-from-the-earth food. Free. No registration required. Visit www.slowfoodcyclesunday.com

THE 4TH ANNUAL 'LITTLE 100' CRUISER BIKE RELAY RACE

Sunday, August 20 Registration at noon, Race at 1 pm.
Strathcona Park oval (SE corner of park)
Teams of four, One bike, one speed, 100 laps, BBQ, pedal-powered music and drinks, sun and fun! Call Jack at 778-772-3987

CO-MUTINY: PEDAL-POWERED PARK PARTY

Sunday, August 20, 4:30 – 10 pm
SE corner of Strathcona Park – right after the Little 100. Music! Games! Food! Fun! Performances by Bergy Seltzer, Iffer, Intellijel, Sealegs, Square Root of Evil, and more! Cycle to 45 revolutions per minute! Cotton on to Cottonwood Community Gardens! Enjoy a veggie-dog day of summer! Live it Up! Boogie Down! Play Around! Donations accepted in support of Pedal Play and the Environmental Youth Alliance. Contact: Co-Mutiny@hotmail.com

GVCC BUCHART GARDENS/FIREWORKS TOUR, VICTORIA

Saturday, August 26 at 4:00 pm from Recyclistas near the Switch Bridge
OR 5:00 pm from the Red Barn at West Saanich & Wallace
Join us on this annual night-time tour to view the amazing Butchart Gardens Fireworks Display. The total trip from the Switch Bridge is about 45 km return; from the Red Barn less than 8 km return. Cost is about \$22 and includes admission to the Gardens. Front and rear lights required for this night ride. Contact Paul at 595-2315 for details.

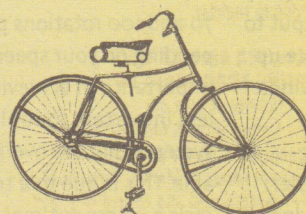
SEATTLE'S BIKE-IN, SEATTLE, WA

Saturday, August 26, Evening
At Magnuson Park (Sand Point). A one-day event featuring live music and bicycle-

themed films brought to us by Northwest Film Forum and the Cascade Bicycle Club. Submissions due no later than August 14. INFO: www.nwfilmforum.org/bike.php
Contact: Adam at 206-329-2629 or adams@nwfilmforum.org

PEDAL-POWER POTLUCK PICNIC

Tuesday, August 29, leave by 6:30 pm
Meet at the Science World gazebo. Bring your own cutlery, cup, plate or bowl plus food to share. We will ride to a scenic picnic location and enjoy our feast. Contact Amy at 604-669-9850 or self-propelled@telus.net



SEPTEMBER

GVCC HOSTS TSAWWASSEN/ BOUNDARY BAY TOUR, SWARTZ BAY FERRY TERMINAL

Saturday, September 2 at 10:00 am
New this year! Meet at Swartz Bay for the 10 am ferry. Cycle in the Tsawwassen / Boundary Bay area, returning on the ferry that evening. Or stay overnight in White Rock and return on the ferry on Sunday. Contact Paul at 595-2315 for details.

EARTHFEST: A TRIBUTE TO SLOW LIVING IN VICTORIA

Friday, September 8, 10:00 am – 5:00 pm
University of Victoria, from the McPherson Library to the Student Union Building
This year EarthFest is back and bigger than ever. Games, music, local market, NGO fair, sustainability tours, and the book launch of *Planet U*. All to showcase the slower, more sustainable, lifestyle possible in Victoria.

BEST RUN FOR CLEAN AIR, BURNABY

Saturday Sept 9, 2006 10 am
10km run/5 km Walk
Burnaby Lake, (at the clubhouse)
Raise awareness of clean air transportation solutions and have fun! 75 per cent of the air pollution in the Lower Mainland comes from motor vehicles. Air pollution kills thousands of British Columbians annually. It doesn't have to be this way. Register at www.best.bc.ca or contact Deanne at 604-669-2860 for more information.

TRACKFEST 2006 #3, VICTORIA

Saturday September 9, 4 pm – 8 pm
An exhilarating evening of fast and furious cycling! Come to the Juan de Fuca Velodrome and watch racers compete elbow to elbow at speeds of up to 80km/h. Races include Keirin, Points and Chariot. Admission is free. Sponsored by Lighthouse Brewery, Ali Baba Pizza and Dr. Walker. Contact: Marcus Hadley 250-387-3513 or marcus.hadley@gov.bc.ca

TRAFFIC JAM

Sunday, September 10, Time TBA
Part concert, part free-school to inform and train citizens to organize in their own neighbourhoods on the Gateway highway expansion issue. Location and workshops schedule TBA. Check the SPEC website for info: www.spec.bc.ca

GVCC TOUR DE LAC, SHAWNIGAN LAKE

Saturday, September 16 at 10:30 a.m.
Starting at the East/West Shawnigan Lake Road junction at 10:30 a.m., cycle around Shawnigan Lake with a side trip to view the largest wooden rail trestle in Canada, plus ride part of the Trans Canada Trail along the West Side of Shawnigan Lake. The tour is approximately 35 km with a few hills.

VACC COMMUTER CYCLING SKILLS COURSE, VANCOUVER

Saturday, September 23,
At Mount Pleasant Community Centre. Plus, look for other classes coming up in September in Vancouver and Burnaby. Check out VACC website at www.vacc.bc.ca/bikeskills for dates and locations.

BICYCLE CARCASS: INTERNATIONAL BIKE FROLIC, VANCOUVER

Saturday, September 23rd, 1 – 5 pm
FREE, all ages, vegan-friendly. Participants welcome, Strathcona Park, CARcass, rooted in horseback battlegames of Asia Minor, bikers compete for the key to Vancouver. Armour advisable. Strap-on Race: mattress, light standard, egg, etc ... attach it to your bike and away ye go. Jousting: unicycle, tall, mini, chariot, chicken. Other events: Graeco-Roman bikethief wrestling, blindfold/chariot races, silliness & foot-down derbies. Info: <http://bicydecarcass.blogspot.com>

VELOMUTATION ANNUAL BIKE PARTY AND CULTURAL SHOWCASE

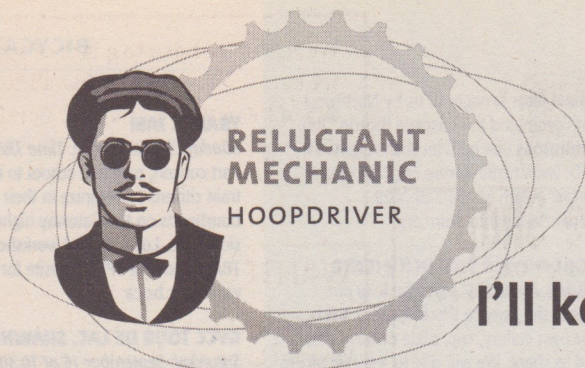
Saturday, Sept. 23, 9 pm til late.
Pedal Metal Studios, 193 West 3rd, Vancouver. Bikes, art, music, International bike culture: ALL WELCOME. Performances including the fabulous Sprockettes from Portland, OR, Brakes (Vancouver, BC) plus many others TBA. Admission \$5 to \$20 – no one turned away. To help out, or for performance inquiries contact pedalplay@pedalpower.org

GVCC VICTORIA SECRETS TOUR

Sunday, September 24 at 10:00 a.m.
New this year! Ride in places where bikes can go but cars can not on a 20 km ride. Meet at the GVCC Office, 12 Centennial Square.

SALMON CELEBRATION, VANCOUVER

Sunday, September 24, 1:00 – 5:00 pm
SE False Creek, Vancouver near Science World. A free, BC Rivers Day event to honour the spirit of the salmon that lived in the streams which formerly flowed into into False Creek. Connect with local groups who practice watershed stewardship and urban sustainability. Bike parade, music, food, entertainment, an eco-fair and First Nations participation. Info: salmoncelebration@hotmail.com



I'll keep my gears, thanks!

A BASIC KNOWLEDGE of gearing can help you get the most benefit from your multi-speed drive train. Different gear ratios allow the rider to match their energy output to varying terrain and conditions, for instance up and down hills or in headwinds and tailwinds.

"Lower" gears result in more crank rotations for each wheel revolution, providing more power but less speed and faster, easier pedalling. Use them up hills or into the wind. "Higher" gears result in fewer crank rotations for each wheel revolution, providing less power, but more speed and slower, harder pedalling. Use them down hills or with a tailwind. Lower gears are found on cogs and chain rings towards the inside (centreline) of the bike. Higher gears are towards the outside.

"Cadence" refers to the speed at which you rotate the cranks. Many riders spin too slowly and push too big a gear under the impression that they are getting more power to the wheels and building their strength. It's counter-intuitive to most of us, but spinning your legs faster is the best use of energy and is far healthier for your joints. Pushing big gears may build muscle, but the tendons, ligaments, and cartilage in your knees and hips will suffer

from the strain. This is, like many things, more noticeable the older you get.

The most efficient cadence is between about 70 and 100 rotations per minute or more, depending on your speed and the conditions. The importance of achieving optimum cadence is less important for utility riding and results in systems that are overly expensive and less durable. This is due to a trickle-down effect from racing where optimal cadence is of the utmost importance, hence an ever-increasing number of cogs (7, 8, 9, 10!) squeezed onto the rear hub. What is more important for the average commuter or touring cyclist is a suitable range of gears (high enough high and low enough low), instead of an ever-growing number of steps within that range.

There are various transmission systems in use for bicycles – usually chain drive, but belt, cable, and shaft systems exist. Gearing can be either (or a combination of) internal, usually in the rear wheel's hub, or external, utilizing front and/or rear derailleurs with one to three chain rings at the front, coupled to five to 10 cogs at the rear. It's this last option, with chain, which I'm addressing here.

For each revolution of the "cranks" (the ped-

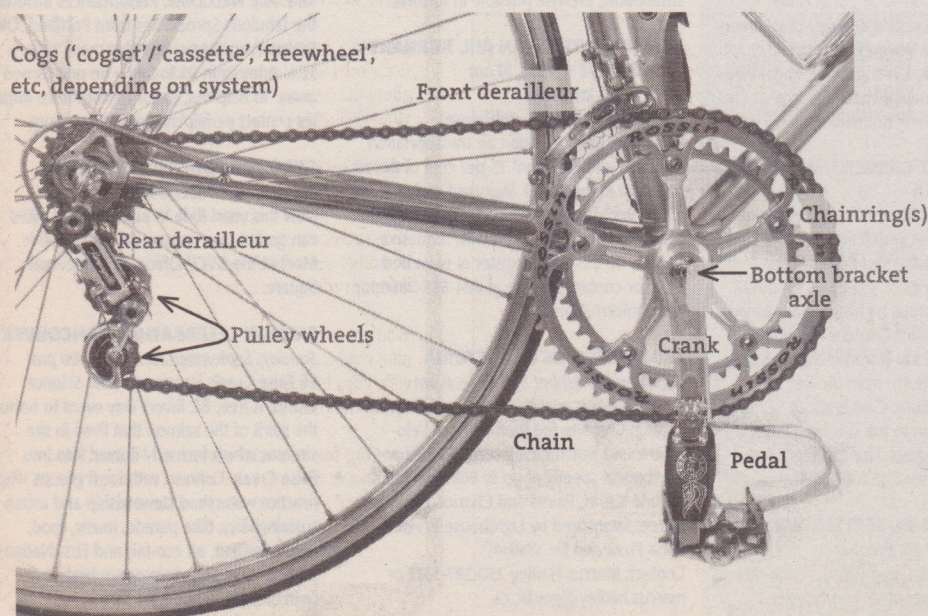
als are attached to them), the bicycle travels a certain distance. This distance depends on three factors: the size (number of teeth) of the front chain ring being used, the size of the rear cog in use, and the outside diameter of the wheel, including tire. These together provide a particular gear "ratio."

With most production bikes of the last 20 years, whether road or mountain, practically duplicate ratios are available from more than one combination of ring and cog. As well, at least four to six combinations are lost due to the need to avoid extreme chain angles. Crossing the chain from the inside at one end to the outside at the other is very hard on the parts and results in premature wear. All this means that the standard 27-speed bike has only about 16 significantly different and useable gears.

There are many different shifter designs available, new or used, but essentially they can be divided into those that are "indexed" – that is, they have defined positions that they should click into for each gear – and those that are "friction" – where you are responsible for trimming the derailleur (making slight adjustments by feel) so the chain runs smoothly in the chosen gear. Almost all current shifters are indexed.

Regardless of shifter style, a gearshift will only work when the chain is running forward. Keep pedalling, but relax pressure on the pedals as you make the shift to avoid potential damage to parts. Also, front derailleurs don't shift well under pressure at all because they are acting on the tensioned, top run of chain. This means that shifting to easier gears should be done before getting partway up a steep hill or coming to a stop! With experience, it's possible to make shifts quickly and smoothly, without grinding, even on a hill.

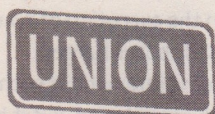
If your bike has multiple gears you may as well keep them working for you and know how to pick the right one for the conditions. Otherwise, why are you carrying them around?



Hoopdriver is part man, part bicycle. Send questions and comments to info@hoopdriver.ca



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We regret that due to a lack of space, we decided not to print installment #17 of Dean Wirth's Courier Comic, *Overnight Sensations*. We will continue with the strip in our next issue!

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LEGAL
BRIEF

DAVID HAY

On your way

FOR ONE REASON or another, cyclists tend to attract the attention of the police. I am hard pressed to think of a more benign activity than riding a bike, and yet I am often asked by cyclists to comment on the issue of police detention. Specifically, cyclists want to know the extent of their rights when confronted by inquisitive police officers.

I assume for purposes of this discussion that the cyclist has done nothing wrong, at least nothing that would constitute a criminal offence or a breach of the Motor Vehicle Act or the regulations made thereto.

All cyclists enjoy the protection of the Canadian Charter of Rights and Freedoms. One of the rights under the Charter is not to be arbitrarily detained. So learned Steven Insua, a cyclist who had a very unfortunate run-in with the R.C.M.P. on May 4, 2004, in Kamloops. In fact, the events of that evening led the Crown to charge Mr. Insua with obstructing and assaulting R.C.M.P. Cst. Chris Goebel in the execution of his duty, contrary to the Criminal Code, as well as other charges.

It all started when a Ms. Compart saw a cyclist entering the parking lot of her condominium complex. She did not recognize the cyclist and believed that he was up to no good. There had been trouble with break-ins at the complex. Ms. Compart called the police.

Approximately one hour later, and five kilometres away, Cst. Goebel observed a cyclist proceeding southbound on the sidewalk on a mountain bike without lights, wearing dark clothing, carrying a backpack, and wearing no helmet. The officer told the cyclist to stop. The cyclist swore at the officer and continued riding. A pursuit ensued.

Eventually the police cornered the cyclist using two cruisers. What happened next was the subject of some evidentiary controversy, though it seems clear there was a physical altercation which led to the cyclist suffering a broken arm. The cyclist's backpack was searched and

several cell phones were found, but it was never established the phones were stolen.

A crucial and essential issue in the case was whether the police violated Mr. Insua's rights not to be arbitrarily detained. As to whether or not the police commanding the cyclist to stop amounted to a detention at law, Mr. Justice Blair stated "I do not consider, given the context of the statement, that it was a polite police request." Once a detention was established, the next question was whether or not the detention was reasonable. If not, the police had no business stopping the cyclist at all, and any charges which flowed from the detention would as a result be dismissed.

The Supreme Court of Canada has recently confirmed that in order for a detention not to be arbitrary it must fulfill two conditions: first, the police must have reasonable grounds to detain in the sense that the individual detained was involved in a crime under investigation and there must be a subjective and objective basis for that belief; second, the detention

It all started when a Ms. Compart saw a cyclist entering the parking lot of her condominium complex.

must be reasonably necessary in all of the circumstances, including the nature of the liberty interfered with and the public purpose the interference serves. Quoting from a Supreme Court of Canada decision called *R. v. Mann*, "The detention must be viewed as reasonably necessary on an objective view of the totality of the circumstances, informing the officer's suspicion that there is a clear nexus between the individual to be detained and a recent or ongoing criminal offence. Reasonable grounds figures at the front-end of such an assessment, underlining the officer's reasonable suspicion that the particular individual is implicated in the criminal activity under investigation."

It is important to note that at this stage, in case it is not obvious, that the police do not have a general right to stop a cyclist and question that cyclist on a "hunch" based on intuition, no matter how accurate that "hunch" might prove to be.

Mr. Justice Blair carefully reviewed the evidence and concluded that there was no

connection between Ms. Compart's complaint and any offence which might have occurred and resulted in a police investigation. In addition, Blair, J. found the officer's recollection of Mr. Insua's clothing to be "questionable" and notable differences between Ms. Compart description of the cyclist and the cyclist seen by the police officer. In fact, Blair, J. concluded that Mr. Insua was wearing a fairly vivid orange and white shirt and cut off jeans in contrast to the more sinister description provided by Ms. Compart.

In the end, the Judge found that it was probable that the officer was proceeding on information obtained on previous dealings with the cyclist in the community rather than any proper information related to recent criminal activity. As a result, since the obstruction and assault charges require that the police officer be engaged in the execution of his duty, the Judge dismissed those charges.

Naturally, some interactions with police officers can be intimidating. But it is important to remember, the mere act of riding a bicycle is not something which alone can give rise to a reasonable suspicion that the cyclist is criminally implicated in any activity under investigation. The police require reasonable grounds to justify stopping you even for a brief investigatory discussion.

Finally, a word of caution- my experience is that a cyclist would typically get nowhere questioning the philosophical basis for any given law during an exchange with a police officer. This is not the proper medium for any political exchange. Save that for your local M.L.A. However, it is appropriate to ask if one is being detained. If the answer to that question is "yes" then it is also appropriate to ask "why?". Unless the police have reasonable and probable grounds to believe you've committed a criminal offence, there is simply no justification for anything further, including a search of your person, and you should be on your way.

David W. Hay is a litigation lawyer and partner at RBS Lawyers. The information above is not legal advice. Anyone seeking legal advice should call David directly for a free consultation at 604-661-9250 or e-mail him at dhay@rbs.ca.



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